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|---|--|---|--|--|--|---|--|
| AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT | | | | 1. CONTRACT ID CODE J | | PAGE OF PAGES 1 60 | |
| 2. AMENDMENT/MODIFICATION NO. 0003 | | 3. EFFECTIVE DATE 04-Feb-2016 | | 4. REQUISITION/PURCHASE REQ. NO. | | 5. PROJECT NO.(If applicable) | |
| 6. ISSUED BY CODE NAVSUP FLC NORFOLK CONTRACTING NORFOLK OFFICE ATTN: K. PETTI 1968 GILBERT ST, SUITE 600 NORFOLK VA 23511-3392 | | N00189 | | 7. ADMINISTERED BY (If other than item 6) CODE | | | |
| | | | | See Item 6 | | | |
| 8. NAME AND ADDRESS OF CONTRACTOR (No., Street, County, State and Zip Code) | | | | X | | 9A. AMENDMENT OF SOLICITATION NO. N00189-16-R-0022 | |
| | | | | X | | 9B. DATED (SEE ITEM 11) 17-Dec-2015 | |
| | | | | | | 10A. MOD. OF CONTRACT/ORDER NO. | |
| | | | | | | 10B. DATED (SEE ITEM 13) | |
| CODE | | FACILITY CODE | | | | | |
| 11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS | | | | | | | |
| <input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offer <input type="checkbox"/> is extended, <input checked="" type="checkbox"/> is not extended. | | | | | | | |
| Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing Items 8 and 15, and returning <u>1</u> copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified. | | | | | | | |
| 12. ACCOUNTING AND APPROPRIATION DATA (If required) | | | | | | | |
| 13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS. IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14. | | | | | | | |
| A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A. | | | | | | | |
| B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(B). | | | | | | | |
| C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: | | | | | | | |
| D. OTHER (Specify type of modification and authority) | | | | | | | |
| E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office. | | | | | | | |
| 14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) Please note that Amendment No.: N00189-16-R-0022-0003 constitutes the SECOND amendment to the Solicitation. The purpose of the second amendment to the Solicitation is to amend Section B – Supplies or Services and Prices, Section C – Descriptions and Specifications, and the Exhibit AA – Exhibit Line Item Numbers (ELINs) Pricing Spreadsheet. Changes are highlighted in red font. Offerors are reminded to acknowledge the Amendment in accordance with Box #11 of the SF30 and include in the proposal submission. | | | | | | | |
| Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect. | | | | | | | |
| 15A. NAME AND TITLE OF SIGNER (Type or print) | | | | 16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print) | | | |
| | | | | TEL: _____ EMAIL: _____ | | | |
| 15B. CONTRACTOR/OFFEROR | | 15C. DATE SIGNED | | 16B. UNITED STATES OF AMERICA | | 16C. DATE SIGNED | |
| _____ (Signature of person authorized to sign) | | | | BY _____ (Signature of Contracting Officer) | | 04-Feb-2016 | |

SECTION SF 30 BLOCK 14 CONTINUATION PAGE

SUMMARY OF CHANGES

SECTION B - SUPPLIES OR SERVICES AND PRICES

The following have been modified:

SCHEDULE NOTES

- 1) All prices as a result of this contract shall be firm-fixed prices and shall be expressed in U.S. Dollars.
- 2) Fixed Prices shall be inclusive of all pricing variables, including, but not limited to, all necessary equipment, licensed operators, holiday and overtime costs, customs clearances, mobilization and demobilization (including all associated equipment and labor required to satisfy vessel and port requirement), removal, disposal, pre-positioning, staging, charter, vetting of operations, detention or demurrage, fuel and operating expenses, all applicable taxes and surcharges associated with performing the entire cycle to deliver the logistic services described in this contract, and profit. Prices shall also include performance at night, overtime, Saturdays, Sundays, Holidays, performance under heavy rain and, other inclement weather, and service to tankers and ships carrying explosives, as well as any cost associated with all necessary insurance as required by local laws, licenses and permits or incurred to comply with applicable laws, codes, and regulations, in connection with the performance of the work. These requirements do not include performance during hurricanes except where ships are required to depart in advance of hurricanes as part of a hurricane evasion plan.

All pre-positioning or pre-staging cost and time for the purpose of vetting operations or otherwise shall be included in the unit price as part of the direct cost. Pre-staging or pre-positioning for vetting operations typically occurs one or two days prior to the arrival of the visiting vessels.

- 3) Port Tariff items and Port Dues are services rendered by a Port Authority's concessionaire at rates established and controlled by Port Authorities and published in a public list. These services are marked as "-PT" in the ELIN and shall be proposed as a firm-fixed-price (FFP) by the HSP at the Request for Task Order Proposal (RTOP) level. The Government expects HSPs to be the prime contractors for services rendered in a port. **The HSP shall promptly notify the Government if it believes that it will be unable to fully perform specified tasks or provide specified requirements because of problems, disputes, or complications with the respective Port Authorities.**
- 4) "Priced Items" are exhibit line item numbers (ELINs) with prices established in the contract, and represent fixed price obligations on the part of the contractor, subject to downward only adjustments at the Task Order level. The Government has the right to order the contractor to perform Priced Items for a price no higher than the contract price. The Government retains this right regardless of whether or not the contractor submits an offer in response to an RTOP. However, the Government will utilize a competitive approach to the greatest extent practicable.

"Other Items" are exhibit line item numbers that cannot be specified at this time sufficient for offerors to propose firm-fixed-prices on, but are defined sufficiently to be within the scope of the contract. As "Other Items" are not presently identified, the "Other Items" ELINs are issued in both the solicitation and the contract as Estimated (EST) ELINs with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing. "Other Items" are priced in the schedule with an estimated price with a unit of "LOT" or "JOB or "SRVC". Examples of "Other Items" ELINs include: "OTHER TRASH REMOVAL" (XX0V); "OTHER FLEET LANDING" (XX21); and, "OTHER BROW, CRANE, FORKLIFT, & MANLIFT

SERVICES” (XX37). The contractor shall propose firm fixed prices for supplies and services associated with “Other Items” ELINs when they are solicited pursuant to an RTOP.

“Reserved Items” are exhibit line item numbers that cannot be specified at this time as being required items and services for port visits within the area of responsibility (AOR) and will not require firm fixed prices at time of contract award. These “reserved items” are identified to be within the scope of the contract and the contractor shall propose firm-fixed-prices for supplies and services associated with “reserved items” ELINs, when they are solicited pursuant to an RTOP. In addition, the Government reserves the right to determine whether it would be appropriate to include these “reserved items” as priced items within the exhibit(s) at a later time and thus adding additional fixed priced items and services under the contract. Periodically, the Government will assess the need for these “reserved items” during port visits and if it is in the best interest of the Government, the Procuring Contracting Officer (PCO) may request firm-fixed-prices from contract holders for the purpose of “activating” items from a state of being “reserved” to being “priced” within the established pricing schedule(s). Should adjustments be made to the pricing schedule, a bilateral modification will be issued for both parties to agree to said changes.

“Reserved ELINs” are exhibit line item numbers within the Exhibit(s) that are reserving an exhibit line item number should a service or item be required within the AOR that is not currently identified under the “priced items” or “reserved items” ELINs. The “reserved ELINs” are reserved for husbanding services or items that cannot be specified at this time; however, should services or items become regularly required husbanding support services and items during port visits and if it is in the best interest of the Government, the PCO may request firm-fixed-prices from contract holders for the purpose of “adding” new items. Should additions be made to the pricing schedule, a bilateral modification will be issued for both parties to agree to said changes.

Firm-fixed-prices for all items will be set at the Task Order level.

The contractor is required to perform any Task Order issued to it, regardless of whether the Government issued an RTOP for the Task Order, or the contractor submitted an offer in response to an RTOP for the Task Order. The contractor is required to perform a Task Order issued to it based on the services priced in the basic contract for that particular port, even if the parties fail to agree on an overall price for the Task Order prior to the performance date. In cases where the parties are unable to agree on an overall price for the Task Order prior to the performance date, the matter will be resolved in accordance with the Disputes Clause, 52.233-1.

- 5) Volumetric based services. At the time the RTOP is issued, the Government will identify the estimated quantity for the volumetric services as well as a percentage range from that quantity. Contractors will be expected to propose a lump sum FFP for these volumetric services taking into account the percentage range. This price will be utilized in the Task Order evaluation. In addition, contractors will be requested to provide a unit price for amounts offloaded above or below the stated percentage range. At the time the services are completed, the contractor will be paid according to the lump sum FFP proposed, adjusted only for any variations from the estimated quantities stated in the RTOP that are outside of the range established in the RTOP. For example:

RTOP – Request removal of an estimated 300CM of CHT per day with a range of +/- 15%.

Price 1 – For removal of quantities between 255 CM and 345 CM – propose a lump sum FFP for the Task Order.

Price 2 – For removal of quantities <255 CM or >345 CM – propose a unit price to be utilized if CHT offload is outside of the specified range.

Price 2 will not be part of the RTOP evaluation for award. Price 2 will be deducted from the lump sum price for each unit that the actual quantities fall below the specified range, and Price 2 will be added to the lump sum price for each unit that the actual quantities are above the specified range.

All proposed prices at the task order level for both Price 1 and Price 2 shall not exceed the maximum prices indicated in the basic contract (i.e., in response to an RTOP, the proposed Price 1 shall not exceed the unit price in the basic contract extended by the estimated quantities in the RTOP, and the proposed Price 2 shall not exceed the unit price in the basic contract).

As a result of this approach, the volumetric services will not include minimum guarantees. The contractor's proposed unit prices should be inclusive of all costs as indicated in the pricing notes, paragraph 2. Offerors shall propose firm-fixed unit prices for the basic contract and those prices shall be used for evaluation for award of the basic contracts, and serve as maximum prices.

The ship's personnel shall verify all offload figures at time the service is rendered and the ship duty engineer shall certify the accuracy of the HSP's report in writing. The HSP shall follow any environmental regulations required by each country. In case of disputes concerning the offload figures, the HSP shall notify the FLC Ordering Officer and submit any supporting documentation such as disposal certificates, when applicable, for resolution under the Dispute clause.

- 6) Several services are based on hourly or daily rates. Time will begin to be measured once the equipment and/or labor is along-side the vessel and is capable of operation. For the purposes of this contract, one (1) day is equal to 24 hours and begins with the performance of service. For example, service from 1800 until 1800 the next calendar day is equal to one (1) day of service. In cases where the billing unit is 'day' and a full day of service is not used, the HSP shall be entitled to bill for one day of service. For example, if a line item with a billing unit of day is ordered and used for 30 hours, the HSP would be entitled to bill for two days of service. In cases where the ship does not arrive at the time specified in the Task Order and services are made available based upon the time requested in the Task Order, billing for services may commence at the time requested by the Government unless notice of cancellation is provided in accordance with Section H by a Contracting Officer.
- 7) The services at anchorage shall be provided at all anchorage points assigned by the local port authority.
- 8) Repositioning is defined as: Moving a piece of equipment, such as a crane, to another required work location after it has been set up for work. This involves tear down and new set up actions. Repositioning does not include movement of the barge, vessel, or equipment as required to complete performance required in the Performance Work Statement (PWS). When repositioning is required, the Contracting Officer will negotiate the appropriate repositioning fees with the HSP provider at the RTOP level.
- 9) **The CLIN, SUBCLIN, and ELIN structure in this contract follows the below listed conventions:**

ALL CLINs under this contract are assigned to one region, i.e. East Coast Continental United States (ECONUS), running from Maine through Texas, to include all eastern U.S. territories (Puerto Rico, U.S. Virgin Islands), with the Exhibit Line Item Numbers provided in the annotated Exhibit. For example:

| CLINs | subCLINs | Contract Year | Exhibit |
|-------------|--|------------------------|-----------|
| 0001 | 0001AA 0001AB 0001AC 0001AD 0001AE 0001AF 0001AG 0001AH | Base Year | AA |
| 1001 | 1001AA 1001AB 1001AC 1001AD | Option Year One | AA |

| | | | |
|-------------|--|--------------------------|-----------|
| | 1001AE 1001AF 1001AG 1001AH | | |
| 2001 | 2001AA 2001AB 2001AC 2001AD 2001AE 2001AF 2001AG 2001AH | Option Year Two | AA |
| 3001 | 3001AA 3001AB 3001AC 3001AD 3001AE 3001AF 3001AG 3001AH | Option Year Three | AA |
| 4001 | 4001AA 4001AB 4001AC 4001AD 4001AE 4001AF 4001AG 4001AH | Option Year Four | AA |

The subCLINs match specific categories of funding required/provided. For Example:

| Funding | subCLINs | Tycom Central LOA |
|------------------------------------|-----------------|--------------------------|
| Charter & Hire | X001AA | K |
| Utilities | X001AB | W |
| Force Protection | X001AC | L |
| Communications | X001AD | S |
| Transportation | X001AE | D |
| Provisions | X001AF | |
| Fuel | X001AG | |
| Other Services Funded Items | X001AH | U |

The ELINs tie to the subCLINs as such:

| subCLINs as shown in PWS | Exhibit | ELINs |
|---------------------------------|----------------|--------------------|
| X001AA | AA | AA01 – AA6U |
| X001AB | AA | AA6V – AA8E |
| X001AC | AA | AA8F – AAAM |
| X001AD | AA | AAAN – AAB9 |
| X001AE | AA | AABA – AACA |

| | | |
|---------------|-----------|--------------------|
| X001AF | AA | AACB – AACM |
| X001AG | AA | AACN – AAD6 |
| X001AH | AA | AAD7 – AADS |

Throughout the following PWS an “X” is used as a placeholder in the CLIN and subCLIN to show that the CLINs and subCLINs will vary depending on contract year. In addition, an “XX” is used as a placeholder in the ELIN to show that ELINs will vary depending on the number of Exhibits included in the contract.

Note that CLIN X00X – Minimum **Guarantee** and CLIN X00X – Reporting will be included in all contracts.

10) Minimum/Maximum

Maximum: \$42,000,000.00. The maximum applies to the cumulative total of orders issued under all contracts awarded as a result of the Solicitation.

The minimum guarantee is \$2,000.00. The minimum guarantee is for the entire life of the contract, base year plus four (4) 1-year option periods.

Pricing Schedules

See **Exhibit AA** - Exhibit Line Item Numbers (ELINs) for CLINs 0001, 1001, 2001, 3001, & 4001

SECTION C - DESCRIPTIONS AND SPECIFICATIONS

The following have been modified:

SECTION C

PERFORMANCE WORK STATEMENT (PWS) FOR HUSBANDING SERVICES

A. DESCRIPTION OF CONTRACTUAL SCOPE

The services to be provided through performance consist of maritime husbanding support. The holder of this contract is a U.S. Navy contractor, a husbanding service provider (HSP), and is NOT an agent of the U.S. Navy and does not have the authority to bind the U.S. Navy.

Maritime husbanding support is provided by a HSP from a standard list of supplies/services at a contract fixed price. The HSP shall ensure that ordered supplies and services conform to the general requirements of the contract pursuant to this PWS.

The geographic scope and region covered by this contract includes ALL non-U.S. Navy ports located along the **East Coast Continental United States (ECONUS), running from Maine through Texas, to include all eastern U.S. territories (Puerto Rico, U.S. Virgin Islands), AOR.** All anchorage points assigned by the port authorities are considered within the scope of the port's location.

Attachment J-3 titled “Port Visits – Historical Data” includes historical data by port and ship classes from September 2010 – October 2015.

U.S. Ships (USS) and U.S. Naval Ships (USNS) as well as U.S. Coast Guard Ships (USCG) are authorized to use this contract. U.S. Air Force (USAF), U.S. Army (USA) and any other activity of the U.S. Department of Defense (DoD) shall require specific authorization from the contracting officer to use this contract.

Orders for the Military Sealift Command (MSC) funded ships (typically designated as United States Naval Ships (USNS) in their title) may be placed by MSC Contracting Officers.

Orders for the U.S. Coast Guard Ships (USCG) may be placed by U.S. Coast Guard Contracting Officers.

Other activities (i.e. U.S. Army, NATO ships, or other foreign vessels participating in U.S. Military or NATO exercises) may be authorized to utilize this contract. If these activities are authorized, orders for these ships will be placed by NAVSUP FLC Ordering Officers or the contractor will be notified of the addition of an authorized ordering activity by contract modification to section G "Authorized Ordering Officers", which will specifically identify the authorized ordering activity.

B. QUALITY

The HSP shall provide quality goods and services at requested delivery times to ships making port visits, provide continuous oversight of costs and performance throughout the areas covered by this contract, and make meaningful suggestions on strategies and tactics to control costs and improve performance under this contract. This PWS does not specify how the HSP is to perform, but instead provides measurable performance standards, which are established in the Quality Assurance Surveillance Plan (QASP) to monitor contract performance during each ship's visit. The QASP is detailed in Attachment J-1 "QUALITY ASSURANCE SURVEILLANCE PLAN".

The percentage goals in the QASP are fixed for each factor. The failure of the HSP to meet the percentage goal for any factor will be investigated and evaluated by the contracting officer. The average of the goals for each factor will be the total percentile target. The HSP will be given the opportunity to refute an adverse assessment prior to finalizing the assessment for a quarter.

The QASP results will be used to complete the annual Contractor Performance Assessment Reporting System (CPARS) required reports. Additional information regarding CPARS can be found in section G-4 "CONTRACTOR PERFORMANCE ASSESSMENT REPORTING SYSTEM (CPARS)" of this contract.

The quality of all services or supplies provided shall conform at least to the quality standards in the relevant profession, trade, or field of endeavor where corresponding supplies or services exist, and to the explicit standards contained in the PWS. All services shall be performed by individuals fully qualified and licensed in their relevant area. The HSP shall obtain any necessary insurance including Admiralty insurance as required, licenses and permits and comply with any applicable laws, codes and regulations, in connection with the performance of all work under this contract.

C. STANDARD PROCESS FOR SHIP'S VISIT – DEFINITION OF THE HSP ROLE

The HSP is involved in organizing the ship's visit from the pre-arrival arrangements to the ship's departure and after the ship's departure.

1. PRE-ARRIVAL ARRANGEMENTS

- a) **ADVANCE LOGISTICS RESPONSE TEAM (ALRT).** In the event that an ALRT for a ship arrives in port prior to a ship's arrival, the HSP will assist the ALRT by providing logistical support and coordinating all requirements. (See Logistics Support to Government Teams ELIN XX6G).
- b) **FORCE PROTECTION.** The exhibit spreadsheet and specific portions of this PWS include force protection equipment for the region which the contractor shall fix price with their initial offer for the basic contract. RTOPs for individual orders will include an estimated amount of force protection

- equipment anticipated as necessary for the upcoming ship visit. Contractors shall provide a proposal based on the estimated quantities in the RTOP, using prices no higher than those proposed in the basic contract but may offer discounts or downward pricing from those fixed prices. Award of the task order will be made in accordance with the ordering procedures outlined in section H-2 "ORDERING PROCEDURES" of the contract using the estimated force protection quantities and the proposed amounts. Once a task order has been awarded, the HSP shall reconfirm with the ship that these force protection requirements meet the ship's requirements prior to beginning performance. The ship's Supply Officer or Commanding Officer may also request additional force protection requirements not covered by the task order; however, any requests for additional force protection requirements will be coordinated through the Contracting Officer or Ordering Officer prior to providing any additional force protection services in accordance with the procedures outlined in Section H-2 "ORDERING PROCEDURES". For emergencies involving life, limb or property, the unit Commanding Officer and Supply Officer retain the authority to order directly from the HSP. If any other activity or individual orders force protection services (e.g. NCIS, DAO) not covered in the task order, the HSP is required to immediately inform the ship and Contracting Officer or Ordering Officer of such and must obtain confirmation prior to beginning performance of these services. Organizations such as NCIS and DAO are not Ordering Officers under this contract unless specific authorization has been given by the Contracting Officer. Therefore, they have no contractual authority to place orders. Any services provided in this contract ordered by an entity not described in this contract shall be provided at the HSP's own risk and shall result in no additional cost to the U.S. Government.
- c) The HSP shall coordinate with the ship's designated Receipt Inspector to sign for all Force Protection Equipment immediately upon ship's arrival. For port visits where an Expeditionary Strike Group or a Carrier Strike Group will be coordinating and/or directing Force Protection requirements, the ship's Commanding Officer or Supply Officer, in agreement with the Strike Group Commander may designate in writing, with signed approval by each unit, a Receipt Inspector to receive, inspect, and sign for all Force Protection requirements delivered by the HSP in advance of the ship's arrival. The HSP and designated Receipt Inspector shall follow the guidelines specified in Paragraph C.2 (b)(3) of this Section.
- d) **FUEL AND PROVISION OF SUBSISTENCE AND FRESH FRUIT AND VEGETABLES (FFV).** If the ship requires fuel or FFV, the requirement will normally be satisfied by the Defense Logistics Agency (DLA). In the event Provisions and Fuel are ordered from the HSP the requirements at SUBCONTRACT LINE ITEM NUMBERS (SUBCLINS) X00XAF and X00XAG respectively apply.
- e) **LAUNDRY AND DRY CLEANING SERVICES.** Laundry and dry cleaning services for the ship's laundry and for individual crewmember usage will be ordered from the vendor directly by the ship or the crewmember. The HSP shall assist the ship, as necessary, to identify and contact vendors available in the area. Payment for services will be made by the ship to the vendor rather than through the HSP Contractor. Crewmembers will settle their own bills. Any potential issues shall be resolved directly between the ship or the crewmember and the local vendor. The assistance is included under the Husbanding Services Fee and the HSP shall not charge additional fees for this service.
- f) **MORALE WELFARE AND RECREATION (MWR) SERVICES.** If an MWR contract has been awarded which covers the location of the ship's visit then the HSP must refer all MWR requests to the authorized MWR contractor. If there is an MWR contract, the MWR contractor is the U.S. Navy's sole representative for this service. Under no circumstances will the HSP assist crew personnel in booking these services if an MWR representative is servicing the ship. In the absence of an MWR contract, the HSP shall provide advance information on the full scope of all recreational/liberty activities available in local area and assist the ship, as necessary, to identify and vendors. Information (with associated costs) shall include, but is not limited to, visitor tips, transportation, sightseeing tours, entertainment, sporting events, and lodging. Payment for services will be made by the ship to the vendor rather than through the HSP Contractor. Any potential issue shall be resolved directly between the ship and the local vendor. This service is included under the Husbanding Services Fee and the HSP shall not charge additional fees for this service.

- g) HAZARDOUS MATERIAL DISPOSAL (HAZMAT)/SHIPBOARD GENERATED INDUSTRIAL WASTE (SGIW). The HSP shall not dispose/offload any hazardous waste requirements unless prior approval has been provided by the appropriate Navy Environmental Office.
- h) PERSONAL REQUESTS. The U.S. Government will not pay the HSP for any personal requests from individual crewmembers, whether military or civilian, or contractor personnel supporting the ship.
- i) **RESERVED.**
- j) The HSP shall coordinate with the appropriate port authority to arrange for a pierside or anchorage berthing location. To the extent possible, the berthing location will be consistent with the description included in the RTOP for the port visit if provided, or with other information provided to the HSP by the Contracting Officer. The HSP shall install all ordered equipment upon the ship's arrival. Examples are brows, platforms, shore power cables, mooring lines, fenders, curb caps, and steps.

2. SHIP'S ARRIVAL AND VISIT

a) INITIAL BOARDING

- (1) The HSP that has been awarded the task order shall board each ship within two (2) hours after the ship's arrival. All HSP personnel who deal directly with the ship must speak and understand conversational English and be able to discuss technical aspects of shipboard requirements and services available in the port. All correspondence shall be in English.
- (2) Upon initial boarding, the HSP shall provide the ship's Supply Officer with the following:
 - All emergency telephone numbers, e.g. police, hospitals, firefighters;
 - Shipboard generated industrial waste (SGIW) disposal response plans, hazardous material (HAZMAT) response plans, and oil spill response plans;
 - Its Point of Contact (POC) information including 24-hour contact phone numbers for the duration of the port visit.

b) ARRIVAL & PORT VISIT

- (1) The HSP shall brief the ship's Supply Officer about ordered services upon arrival. This briefing shall include what was ordered and scheduled times and dates for delivery. The HSP is responsible for providing timely delivery and performance of the supplies and services ordered. **In case of supplies and services provided by a 3rd party Government contractor or by the Port Authority where the HSP cannot guarantee timeliness, the HSP shall use its due diligence to minimize the delay.**
- (2) The HSP shall visit the ship at least once a day and shall be available on call at all times (24 hours per day, seven days per week) to assist the ship with requirements and to resolve problems within the context of this PWS.
- (3) Receipt Documentation: The HSP shall provide standard receipt documents for all supplies, materials and services provided to the ship. The standard receipt shall include the following:
 - (i) HSP official company name, address, email and phone contact information
 - (ii) Ship's name
 - (iii) Port visiting

- (iv) Sub-contractor/vendor (providing the service) official name and contact information
- (v) Type of service, material, or equipment provided
- (vi) Quantity provided
- (vii) Method of delivery of service, material, or equipment provided
- (viii) Volume metrics, meter reading, or other form of measurement
- (ix) Date service provided
- (x) Applicable "legible" Receipt Inspector and HSP POC names and signatures

Any services requiring volume metrics, meter readings, or other forms of measurement, will be documented on the receipt document that clearly documents the verifiable/calculative proof of actual quantities of services rendered by HSP or the HSP's sub-contractor, or authorized vendors.

- (4) The HSP shall meet with the ship's designated receipt inspectors daily to verify, reconcile, and validate services rendered. Upon validation of services rendered, the ship's designated Receipt Inspector will circle quantities received, date, and sign the receipt document. The HSP will sign the receipt document validating that the services were delivered. Neither the ship Receipt Inspector nor the HSP will collect and hold receipts to validate all at once at the end of the port visit. Receipt of services, material, and equipment must be validated and signed for each day they are received, on the day received.

3. PRE-DEPARTURE & DEPARTURE

The HSP shall schedule and make a visit to the ship on the conclusion of all services, prior to the departure date. Written receipt for inspection of all completed services shall be obtained during this visit. The HSP shall relay at that time any late information on pilot and tug schedule changes, and any additional information applicable to the ship and its departure. The HSP shall make available an authorized POC to jointly read the flow meters for CHT; to concur on the total Cubic Meters of trash removed; to validate the volume of oily waste and greywater removed; the meter for potable water provided; and any other service where the final price may be dependent on the volume or exact quantity of services provided to ensure common understanding of the exact amount for invoicing/inspection/acceptance/payment purposes.

The invoicing instructions are contained in section G of the contract.

D. DESCRIPTION OF SERVICES (BY CONTRACT LINE ITEM NUMBER (CLIN); SUBCONTRACT LINE ITEM NUMBER (SUBCLIN) AND/OR EXHIBIT LINE ITEM NUMBER (ELIN))

CLIN X00X: HUSBANDING SUPPORT SERVICES AND SUPPLIES

SUBCLIN X00XAA: CHARTER & HIRE FUNDED ITEMS

ELINs XX01 – XX0Q: HUSBANDING FEES (ANCHORAGE AND PIERSIDE)

1. The HSP shall provide husbanding services to ships visiting the ports in the REGION(s) covered by this contract. The husbanding fee requires the HSP to perform all services and provide all supplies necessary to fully comply with the tasks and responsibilities described in this contract unless a task or responsibility is specifically included in a separately-priced ELIN herein. The HSP's responsibilities under the Husbanding Fees ELINs start prior to the arrival of the ship and continue after the ship's departure.
2. The husbanding fee is based on the First Day and Subsequent Day(s) of the ship visit. Husbanding fees for all ship classes (i.e. Classes IA through V) shall be billed under ELINs XX01 – XX0E. Attachment J-2 titled,

“Ship Classes”, includes a list of ships by ship class. Attachment J-3 titled, “Port Visits – Historical Data”, includes historical data by port and ship classes. A husbanding fee may be provided to the HSP for services rendered prior to the ship’s visit only in the case of assistance to the ship’s Logistics Response Team as specified in the individual task order. The husbanding fee shall be established in the amount for all ships within the established ship class identified. The U.S. Government reserves the right to include additional ship classes as necessary depending on production, ship reclassifications, and crew restructuring.

3. Frequent ship visits between ports: If a ship frequently visits two or more ports (i.e. leaves a port and returns to it prior to the fourth calendar day), subsequent visits to that port will be considered as an extension of the first visit and handled by the same HSP when appropriately identified as such in the task order competition. In this case the HSP is authorized to charge the same husbanding fee for the second port visit as was proposed for the initial order. If Port Tariff services are rendered or Port Dues are applied by the Port Authority, the HSP is also authorized to apply the price proposed for those services or port dues for the visit just completed. Each time a ship departs or enters port, the port visit will be reported as a separate port visit into the LogSSR and separate invoices will be submitted in iRAPT (formerly WAWF).
4. RESERVED ELIN (XX0F).
5. RESERVED ELIN (XX0G).
6. RESERVED ELIN (XX0H).
7. RESERVED ELIN (XX0J).
8. RESERVED ELIN (XX0K).
9. RESERVED ELIN (XX0L).
10. RESERVED ELIN (XX0M).
11. RESERVED ELIN (XX0N).
12. RESERVED ELIN (XX0P).
13. RESERVED ELIN (XX0Q).

ELINs XX0R – XX15: TRASH REMOVAL

1. Trash removal service is the collection and disposal of refuse (i.e. trash) including liquid, semi-liquid, or solid garbage. Trash consists mainly of trash from food service operations such as food waste, paper and plastic packaging, and domestic wastes generated in the accommodation spaces as a result of the ordinary day-by-day activities onboard the ship. Trash does not include hazardous material, bilge water, and greywater, explosives and incendiary waste, or waste contaminated by medical and radiological processes. Metal and/or wood scrap and plastic “pucks” would be considered as part of ELIN XX0V.
2. The HSP shall remove and dispose of refuse from the ship and areas surrounding trash bins, as well as any spilled refuse. The HSP shall determine the frequency and method for the removal and disposal of trash taking into consideration the ship’s ability to hold trash aboard. The HSP’s removal schedule shall additionally provide sufficient trash removal frequency and capacity so that the ship’s operations are not negatively impacted.
3. TRASH REMOVAL - PIERSIDE (XX0R). The HSP shall place containers or trucks within twenty-five (25) meters of the ship or as permitted by port regulations, or place barges alongside the ship (see barge

requirements at paragraph 4 below). The HSP shall empty the containers or barges when full and shall assure their continuous availability for trash disposal.

4. **TRASH REMOVAL - ANCHORAGE (XX0S).** The HSP shall provide trash barges/scows with tug service (if barge is not self-propelled). The barges shall be completely empty at time of arrival at the ship. In situations where an empty barge is not available, the HSP shall provide a system to measure the volume of trash deposited in the barge by the U.S. Government's ship or otherwise ensure that the ship is charged only for its "pro rata" share of the trash based on the unit of issue identified in the contract. The HSP shall have ready access to sufficient barges and equipment to support multiple ships at anchorage simultaneously. All trash barges/scows shall be available 24 hours a day (where not contrary to law or port regulation) and shall be provided with suitable self-fendering to prevent damage to U.S. Government vessels. If sea state, weather, or other conditions to include but not limited to the configuration of the vessel, the pier, or the barge, require any additional fendering between the barge (or other vessel provided in lieu of a barge) and the ordering vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge. The barge's crew shall be entirely responsible for the tending of lines and for the barge's security. The movement of trash from the ship to the barge shall be performed with care by the ship's crew.
5. **TRASH REMOVAL - PORT PROVIDED (XX0T)** shall be used when trash removal is provided by the port. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be port provided, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
6. **TRASH REMOVAL – PORT TARIFF - PT (XX0U)** shall be used when trash removal is a port tariff service. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be a port tariff service, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
7. In instances of bad weather or emergency when the ship must depart on short notice, the HSP shall remove barges within four (4) hours of being directed to do so by the ship's Supply Officer at no additional cost to the U.S. Government.
8. The HSP shall submit, as an attachment to the invoices, a document that certifies the quantity collected and the name of the disposal plant where the trash will be disposed. The HSP is also responsible to follow any environmental regulations required by each country. The HSP is required to retain all disposal certificates for each order and shall provide a copy to the Contracting Officer/Ordering Officer and all identified Contracting Officer's Representatives (CORs) upon request.
9. Refuse containers, when emptied, shall be returned to their original position with the lids (if any) replaced thereon.
10. The HSP shall be paid in accordance with paragraph 5, "Volumetric Based Services", under Section B – Schedule Notes.
11. Where trash is required to be segregated, the ship's crew shall be required to segregate the material at the time of disposal. The HSP shall be responsible for providing separate containers for each vessel, clearly marked with the required categories and for informing the ship's Supply Officer, upon arrival, that segregation is required. **In those ports where food trash must be segregated, offerors may price the specific food trash portion using ELIN XX0V – OTHER TRASH REMOVAL.**
12. **OTHER TRASH REMOVAL (XX0V).** Periodically, the ordering officer will request items or services that are categorized as trash removal services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall

provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing. **Note, this ELIN will be utilized to separately price food trash in ports where trash is segregated.**

13. RESERVED ELIN (XX0W).
14. RESERVED ELIN (XX0X).
15. RESERVED ELIN (XX0Y).
16. RESERVED ELIN (XX0Z).
17. RESERVED ELIN (XX10).
18. RESERVED ELIN (XX11).
19. RESERVED ELIN (XX12).
20. RESERVED ELIN (XX13).
21. RESERVED ELIN (XX14).
22. RESERVED ELIN (XX15).

ELINs XX16 – XX2B: FLEET LANDING

When ordered by the ship, the HSP shall furnish services/supplies for the fleet landing area. The following is a list of the package of basic supplies and services that a ship may require:

1. FLEET LANDING LOT (XX16). The HSP shall provide the items in the quantities specified below and shall provide a unit price for the entire LOT. The unit price shall be per day. For example, for the performance of the fleet landing services for three (3) days, the unit price of the lot will be multiplied by three (3) days. Generator support or shore power services, if any, shall be separately priced in accordance with specifications for ELINS XX1M. The Fleet Landing Lot consists of the following:
 - a) 250 chairs;
 - b) 50 long tables (approximately 2 meters in length);
 - c) One (1) large BBQ grill with the supporting supplies/equipment;
 - d) Open or Closed Tents (assorted sizes) when combined will cover a zone of 300 square meters, with lights that will provide sufficient uniformed illumination of the space between 300-500 lux. The tents must be anchored down and strong enough to withstand inclement weather;
 - e) Three (3) Ice Coolers;
 - f) Three (3) Mist Fans;
 - g) Daily cleaning of the equipment and the fleet landing area; and
 - h) Transportation, mobilization, demobilization, stand-by fee and labor required to perform the above.

The following ELINs will apply when the Contracting Officer does not order the Fleet Landing Lot but individual items from the Fleet Landing Lot:

2. Refrigerator Unit (XX17). One (1), 40-foot refrigerator unit or two (2) 20-foot refrigerator units, with required power to operate the units.

3. CHAIRS (XX18). One unit of 50 chairs per day.
4. CHAIRS (XX19). One unit of 10 chairs per day.
5. LONG TABLES (XX1A). One unit of 10 tables per day.
6. LONG TABLES (XX1B). One unit of 5 tables per day.
7. LARGE BBQ GRILLS (XX1C). Large BBQ grills with the supporting supplies/equipment included (one unit of one (1) grill per day).
8. OPEN TENTS (NON-FORCE PROTECTION) (XX1D). One unit encompasses assorted sizes that when combined will cover a zone of 300 square meters, with lights that will provide sufficient uniformed illumination of the space between 300-500 lux. Must be anchored down and strong enough to withstand inclement weather.
9. CLOSED TENTS (NON-FORCE PROTECTION) (XX1E). One unit encompasses assorted sizes that when combined will cover a zone of 300 square meters, with lights that will provide sufficient uniformed illumination of the space between 300-500 lux. Must be anchored down and strong enough to withstand inclement weather.
10. 20-FOOT TRAILER OFFICE (XX1F). 20-foot Trailer Office to include one (1) desk, two (2) chairs, air conditioning, utilities and hookups. The HSP shall also provide enough power for the functioning of the air conditioning unit.
11. ICE COOLERS (XX1G). Ice coolers must have a capacity of 70 liters each. Two (2) Ice coolers is one unit.
12. ICE COOLER (XX1H). Ice cooler must have a capacity of 70 liters each. One (1) Ice cooler is one unit.
13. MIST FANS (PORTABLE COOLING DEVICES) (XX1J). Mist fans to include tank, water, and power supply to operate the Mist Fan. (Two (2) Mist fans is one unit).
14. PORTABLE SANITARY FACILITIES (XX1K). The unit price shall be for a single commode and one (1) urinal. The daily rate shall include pumping and cleaning as many times as necessary to ensure clean, sanitary condition and providing all chemicals, cleaning products and toilet paper. The HSP shall check toilet facilities at least every six (6) hours to ensure cleanliness. Evidence such as keeping and updating an inspection checklist inside the portable toilet units is required.
15. PORTABLE HAND WASH STATION (XX1L). The unit price shall be for a single hand wash station which is to include a faucet body. The daily rate shall include the necessary potable water to operate the hand wash station.
16. PORTABLE ELECTRIC GENERATORS (XX1M). The HSP shall provide portable, gasoline powered, electric generator capable of supplying power to portable lighting and miscellaneous portable electrical equipment (radios, stereos, hand tools, etc.). Generator shall be at least 5KW with a circuit breaker protector. Daily rate includes fuel, oil, and necessary consumables to operate the generator, transportation, set-up, dismantling and labor, mobilization and demobilization.
17. EVENTS LOT (INCLUDES TENTS, TABLES, CHAIRS, LIGHTING, AND CEILING FANS) (XX1N – XX1X). The HSP shall provide tents with accessory equipment. The tent package shall include an open/closed tent, lighting, ceiling fans, tables and chairs, electrical hookups, cable for power supply, and a generator with fuel already filled to maximum capacity that emits sound levels of less than 84 decibels. The HSP shall provide daily cleaning of the tent and a three-meter perimeter around the tent. Cleaning includes removing trash, sweeping, and mopping up spills. The HSP shall remove all provided equipment upon completion of services.
 - a) EVENTS LOT (OPEN TENTS) – minimum 20 person capacity per day (XX1N).
 - b) EVENTS LOT (CLOSED TENTS) – minimum 20 person capacity per day (XX1P).

- c) EVENTS LOT (OPEN TENTS) – minimum 50 person capacity per day (XX1Q).
 - d) EVENTS LOT (CLOSED TENTS) – minimum 50 person capacity per day (XX1R).
 - e) EVENTS LOT (OPEN TENTS) – minimum 100 person capacity per day (XX1S).
 - f) EVENTS LOT (CLOSED TENTS) – minimum 100 person capacity per day (XX1T).
 - g) EVENTS LOT (OPEN TENTS) – minimum 150 person capacity per day (XX1U).
 - h) EVENTS LOT (CLOSED TENTS) – minimum 150 person capacity per day (XX1V).
 - i) EVENTS LOT (OPEN TENTS) – minimum 300 person capacity per day (XX1W).
 - j) EVENTS LOT (CLOSED TENTS) – minimum 300 person capacity per day (XX1X).
18. PORTABLE HEATERS (XX1Y). Porter heaters to include tank(s), power supply and/or fuel to operate the portable heaters.
19. 32 GALLON TRASH CAN (XX1Z). Trash can with 32 gallon capacity. Trash can must include a lid with security-locking feature that locks in odors and must feature reinforced handles.
20. 32 GALLON TRASH CAN LINER BAGS (XX20). Trash can liners must fit 32 gallon capacity trash can. The price is to be per unit with one unit equal to a count of twenty (20) bags.
21. OTHER FLEET LANDING (XX21). Periodically the ordering officer will request items or services that are properly categorized as a Fleet Landing item or service that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
22. RESERVED ELIN (XX22).
23. RESERVED ELIN (XX23).
24. RESERVED ELIN (XX24).
25. RESERVED ELIN (XX25).
26. RESERVED ELIN (XX26).
27. RESERVED ELIN (XX27).
28. RESERVED ELIN (XX28).
29. RESERVED ELIN (XX29).
30. RESERVED ELIN (XX2A).
31. RESERVED ELIN (XX2B).

ELINs XX2C – XX3H: BROW, CRANE, FORKLIFT, & MANLIFT SERVICES

1. BROW SERVICES (XX2C – XX2N).
- a) Most US Navy vessels carry brows. However, the use of their own brows is dependent upon the type of mooring obtained and other vessel considerations. The HSP shall provide the brows specified in the schedule as ordered by the Contracting Officer. The HSP shall provide a suitable platform to accommodate ship mooring. A range of brow sizes is provided in the ELINs. Mobilization,

- demobilization, stand-by fee, setup and placement shall be included in the proposed unit price of all ELINs XX2C through XX2N. In the event the brow size requested for a ship is in the HSP's opinion insufficient to accommodate ship's crew **traversal** safely to and from ship with ease, such that the slope of the brow slope in either direction is a safety hazard, the HSP shall recommend to the contracting officer to use a larger brow, accommodation ladder, brow stand or any combination of these items which will provide the least expensive method to support the safety and wellbeing of crew to transit to and from ship. This recommendation shall be made at the time of the HSP's response to the RTOP. In the event at the time of arrival and brow placement, the ship has determined the angle of the brow is insufficient for the crew to traverse safely to and from the ship, the HSP will contact the Contracting Officer/Ordering Officer immediately in the event this results in a material change to the task order.
- b) Submarines: Due to the height difference between the submarine deck and pier, the HSP provided submarine brow must afford personnel a smooth and safe transit when entering or exiting the submarine deck. A submarine brow is considered to be 40 ft. in length and 3 – 4 ft. wide for personnel and 40 ft. in length and 2 ft. wide for shorepower. Any excess of the brow may be placed on the pier. The submarine brow must be capable of supporting shore power cables without damaging the cables. Mobilization, demobilization, stand-by fee, setup and placement shall be included in the proposed unit price of ELIN XX2G.
 - c) BROW GREATER THAN 120 FT - PORT PROVIDED (XX2J) shall be used when is provided by the port. The HSP shall provide a proposal for this item in response to the RTOP. As this item may be port provided, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
 - d) BROW STAND - PORT PROVIDED (XX2N) shall be used when a brow stand is provided by the port. The HSP shall provide a proposal for this item in response to the RTOP. As this item may be port provided, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
2. CRANE SERVICES (XX2P – XX2Y).
- a) MOBILE CRANE SERVICES (XX2P – XX2T). The HSP shall provide mobile crane services (shore and floating cranes) with operator(s) and safety observer(s). The cranes provided shall be in sound mechanical condition and shall meet all applicable safety laws and regulations (DOD laws and country where services are being provided). The cranes shall be suitable for their intended use and shall be operated with due care and within all operating safety limits. The HSP shall be entitled to invoice and be paid a minimum daily price of four (4) continuous hours for each crane ordered. Mobilization, demobilization, stand-by fee, setup and placement, fuel and operating expenses shall be included in the proposed unit price of ELINs XX2P through XX2S.
 - b) MOBILE CRANE SERVICES – PORT PROVIDED (XX2T) shall be used when mobile crane services are provided by the port. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be port provided, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
 - c) CRANE PALLET BARS/SLINGS (XX2U – XX2X). The HSP shall provide crane pallet bars/slugs capable of handling multiple pallet lifts at a time. **Operational limitations and any applicable restrictions shall be posted on the equipment.**
 - d) **RESERVED ELIN (XX2Y).**

3. FORKLIFT SERVICES (XX2Z – XX32).

- a) The HSP shall provide forklift services with operator(s). Upon request, the HSP shall provide information concerning forklift/lifting capacity to the Supply Officer. The forklifts provided shall be in sound mechanical condition and shall meet all applicable safety laws and regulations. The forklifts shall be suitable for their intended use and shall be operated with due care and within all operating safety limits. The HSP shall be entitled to invoice and be paid a minimum daily price of four (4) continuous hours for each forklift ordered. Mobilization, demobilization, stand-by fee, setup and placement, fuel and operating expenses shall be included in the proposed unit prices of the following ELINs:

- (1) FORKLIFT SERVICES – UP TO 4 TONS (XX2Z).
- (2) FORKLIFT SERVICES – 5 TO 8 TONS (XX30).
- (3) FORKLIFT SERVICES – 9 TO 20 TONS (XX31).

- b) Forklift Services - PORT PROVIDED (XX32) shall be used when forklift services are provided by the port. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be port provided, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.

4. MANLIFT (XX33 – XX36).

- a) Manlift without operator (XX33 – XX35). The HSP shall provide a manlift without operator. The price shall include a full fuel tank. The HSP shall replenish the fuel and perform daily maintenance checks on the manlift prior to 0730 each morning. The HSP shall conduct training on safety and operating procedures for ship personnel. The HSP shall maintain documentation of ship personnel acknowledgement of the training.

- (1) MANLIFT – MINIMUM 60 FT REACH (XX33).
- (2) MANLIFT – MINIMUM 90 FT REACH (XX34).
- (3) MANLIFT – MINIMUM 120 FT REACH (XX35).

- b) MANLIFT OPERATOR (XX36). If the ship orders the manlift operator or if the operator is required by local laws and regulations (it shall be noted in response to the RTOP), the price for the operator is per hour for a minimum of four (4) hours of continuous service.

5. OTHER BROW, CRANE, FORKLIFT, & MANLIFT SERVICES (XX37). Periodically the ordering officer will request items or services that are categorized as brow, crane, forklift and manlift services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.

6. RESERVED ELIN (XX38).

7. RESERVED ELIN (XX39).

8. RESERVED ELIN (XX3A).

9. RESERVED ELIN (XX3B).

- 10. RESERVED ELIN (XX3C).
- 11. RESERVED ELIN (XX3D).
- 12. RESERVED ELIN (XX3E).
- 13. RESERVED ELIN (XX3F).
- 14. RESERVED ELIN (XX3G).
- 15. RESERVED ELIN (XX3H).

ELINs XX3J – XX45: SHIP MOVEMENT SERVICES (PILOTS, TUGS, LINE HANDLERS)

- 1. The HSP shall provide provide pilots, tugs, and line handlers as ordered. The HSP shall coordinate with port authorities, as necessary.
 - a) PILOTS - COMMERCIAL (XX3J).
 - b) PILOTS - PORT PROVIDED - PT (XX3K) shall be used when pilot services are port tariff services. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be port tariff services, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of services to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
 - c) TUGS - COMMERCIAL (XX3L).
 - d) TUGS - COMMERCIAL, STANDBY (XX3M).
 - e) TUGS - PORT PROVIDED (XX3N) shall be used when tug services are provided by the port. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be port provided, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of services to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
 - f) TUGS - PORT PROVIDED – PT (XX3P) shall be used when tug services are port tariff services. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be port tariff services, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of services to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
 - g) TUGS, STANDBY - PORT PROVIDED (XX3Q) shall be used when standby tugs services are provided by the port. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be port provided, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of services to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
 - h) TUGS, 3000 - 4000 HP Z-PELLER (XX3R) shall be used to bring the ship to and from berthing and/or anchorage locations. Tugs shall have a minimum towing capacity of 3,000 – 4,000 horsepower and not less than 35 tons bollard pull. The HSP shall provide a proposal for these services in response to the RTOP. **The price for tugs is to be per hour.**

- i) LINE HANDLERS - COMMERCIAL (XX3S).
 - j) LINE HANDLERS - PORT PROVIDED (XXT) shall be used when line handler services are provided by the port. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be port provided, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of services to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
 - k) LINE HANDLERS - PORT PROVIDED - PT (XX3U) shall be used when line handler services are port tariff services. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be port tariff services, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of services to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
2. The price for tugs is **to be per hour**. For ELIN XX3S, Line Handlers – Commercial, the price per unit is “service”. Service is defined as each tie-up or let-go operation. **Each “service” shall include two (2) line handlers per line with a minimum of eight (8) line handlers total for the tie-up or let-go operation.**
 3. Gross tonnage information will be provided within the RTOP.
 4. OTHER SHIP MOVEMENT SERVICES (XX3V). Periodically the ordering officer will request items or services that are categorized as ship movement services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
 5. RESERVED ELIN (XX3W).
 6. RESERVED ELIN (XX3X).
 7. RESERVED ELIN (XX3Y)
 8. RESERVED ELIN (XX3Z).
 9. RESERVED ELIN (XX40).
 10. RESERVED ELIN (XX41).
 11. RESERVED ELIN (XX42).
 12. RESERVED ELIN (XX43).
 13. RESERVED ELIN (XX44).
 14. RESERVED ELIN (XX45).

ELINs XX46 – XX4M: WATER FERRY/TAXI SERVICES

1. When requested in the RTOP, the HSP shall provide water taxis to transfer ship personnel to and from the ship at anchorage and the fleet landing pursuant to local procedures and ordinances. At the commencement of

service, the HSP is required to advise the ship of scheduled breaks and any changes to the taxi service schedule. Except during inclement weather, water taxi service shall be continuous.

2. The hourly rate shall include a qualified driver, operator, appropriate number of deck hands or stevedores, line handlers, and other helpers or crew members required by local authorities for safe operation. The rate shall also include all insurance, fuel, holiday surcharges, overtime and other operating expenses. Operator qualifications are set forth in paragraph (14) below. Service begins when the first water taxi is alongside the designated pick-up point and ends when the last passenger disembarks from the water taxi at the designated drop-off point as ordered by the ship. However, when required to arrive early for inspection as a force protection measure, service begins at time of inspection.
3. If the HSP cannot provide the size of water taxi ordered, the HSP shall provide a larger size water taxi, or a combination of water taxis, that in total capacity equates to the size of the water taxi ordered. In any event the ship shall only be charged for the size of the water taxi ordered, per the standard contract pricing schedule. For example, if one (1) 250-pax water taxi is ordered and is not available, then two (2) 125-pax water taxis shall be provided for the rate of one (1) 250-pax water taxi if acceptable to the Supply Officer.
4. The HSP shall ensure that all water taxis are fully licensed, registered, and insured, including adequate liability insurance, in accordance with local laws and regulations.
5. The HSP shall ensure that the water taxi is in sound mechanical condition and meets all safety standards required by local laws and regulations to preclude breakdown and injury. Maintenance, safety, and other periodical inspections shall be performed as required by the applicable laws and regulations of the port or the country in which the port is located. Apart from compliance with local laws and regulations, the HSP shall meet all additional requirements as set forth throughout the PWS. Water taxis shall be watertight, staunch, strong, seaworthy, in sound mechanical condition, and fit for service required. Further, the water taxis shall be in a clean condition when presented for service so as not to soil passengers, their clothing, or possessions with dirt, grease, oil, or other matter, and shall be free of debris. If the water taxi does not meet the requirements of this paragraph as determined by the ship's Supply Officer, the U.S. Government shall have the right to reject the water taxi for performance of services. In the event the U.S. Government rejects a water taxi, the Government shall not be liable for any costs the HSP incurs in presenting the rejected water taxi for inspection.
6. Each water taxi shall be equipped with at least one clean and serviceable life jacket for each passenger and crewmember, and all jackets shall be stowed in a readily accessible place.
7. Except as otherwise specified herein, the service shall include all equipment needed to transport personnel between the vessel anchored in the outer harbor, or in the inner harbor, fleet landing, or any pier or berth as designated by the port authority. Any disputes to this designation over whether the anchorage is within port limits will be resolved between the port authority and the HSP. If it becomes necessary to change the landing point of the water taxi (pier or berth) within the port, the HSP shall dock at the new landing point. In the event this occurs, it will be considered to be a "Change" to the task order. Any entitlement to and any amounts of additional or reduced charges shall be determined pursuant to the clause 52.243-1 "Changes- Fixed Price, Alternate II".
8. All water taxis provided by the HSP shall provide overhead covering.
9. Before the commencement of any services under a task order, the HSP shall make the water taxi available to the Vessel's Commanding Officer or designated representative for inspection.
10. The following information shall be conspicuously posted on board each taxi and shall be in English and the language of the country in which the port is located:
 - a) Current operator's/captain's license;
 - b) Passenger/weight capacity limits notice;
 - c) Location of life jackets and other lifesaving equipment;

- d) Location of all exits indicated in large letters; and
 - e) Emergency procedures.
11. Emergency lighting, both permanent and hand held, shall be available and in working order at all times.
 12. Operation of the water taxi shall be in a safe and seaworthy manner. 'Adverse weather' conditions are weather conditions in which operations of water taxis are unsafe for passengers and shall be determined by the ordering vessel's Commanding Officer, Command Duty Officer, Operations Officer, or the Officer of the Deck.
 13. The consumption of alcoholic beverages shall not be permitted aboard the water taxi.
 14. Operator Qualifications: All personnel or employees of the HSP operating water taxis shall have all certifications required and issued by the law of the country in which the port is located for the operation of the type, class, or size of water taxi being operated by such personnel. In addition, all such personnel shall have requisite experience, skill, knowledge, and familiarity with the water area in which the water taxis are to be operated to ensure the water taxis are operated in a safe and seaworthy manner. At least one operator on each boat must speak English.
 15. Security: During the term of this contract, the ship(s) to be serviced will provide adequate and sufficient security personnel for maintaining the orderly transportation of its personnel and such civilians who may be transported. Such naval personnel will be assigned at the discretion of the ship's Commanding Officer or designated representative. When such naval personnel are embarked in a HSP-operated water taxi, they will be responsible for the good order and discipline of naval personnel.
 16. In the event of a water taxi breakdown, immediately prior to or during a trip, the HSP shall immediately provide a replacement water taxi that complies in all respects with this contract, at no additional cost to the U.S. Government.
 17. Any personal articles or items found on the water taxi after completion of each trip shall be turned over to the ship's Security Officer or his direct representative.
 18. To verify a claim by the HSP for any damage or destruction caused by the U.S. Government, it shall be the responsibility of the HSP to ensure that the water taxi is jointly inspected before and after each trip by the HSP and an authorized representative of the U.S. Government.
 19. When providing water taxi service to aircraft carriers and amphibious helicopter carriers, the water taxi height depends on carrier deck overhang and pontoon width, i.e., the wider the pontoon the farther out the water taxi will be located with subsequent increased clearance. The requirement is that pontoon width/water taxi height/deck overhang dimensions must be such that the water taxi is able to make aft, port and starboard side approaches with adequate clearance between water taxi superstructure and carrier deck overhang.
 20. Inspection and acceptance criteria for water taxi services. The Commanding Officer or his designated representative shall inspect and accept all water taxis prior to transporting any personnel. Each order for liberty boat/water taxi services is made on the basis that the request is to be considered a final order/obligation of the U.S. Government only after each water taxi has been inspected and accepted by the ship's representative. The ship's Commanding Officer is solely responsible for the safety of his crew and the subsequent acceptance of water taxi services. The following features or components may be inspected prior to acceptance.
 - a) HULL
 - (1) Watertight integrity of weather decks, bulkheads, watertight closures and interior hull structure.
 - (2) Superstructure (including masts and stacks).
 - (3) Railings, bulwarks and their attachment to hull, especially guardrails and lifelines.
 - (4) Provisions for drainage of seawater from exposed decks.

b) MACHINERY

- (1) Main propulsion and auxiliary machinery essential to operation of craft.
- (2) Sea and bulkhead closure valves.
- (3) Bilge suction strainers and dewatering systems bilge pumps to be tested by operation.
- (4) Bilges free of flammable liquids.

c) ELECTRICAL

- (1) Cables.
- (2) Navigation, deck and emergency lighting.
- (3) Rotating electrical machinery, e.g., generators and motors.
- (4) Storage batteries.

d) LIFESAVING EQUIPMENT

- (1) Life preservers – sufficient number for maximum capacity of craft, accesible and in satisfactory condition.
- (2) Life raft(s) and hydrostatic release (where applicable) – sufficient for maixmum capacity.
- (3) First aid kits, life rings and distress lights.
- (4) Distress signaling devices.

e) FIRE FIGHTING EQIUPMENT

- (1) Fire pump – subject fire hose to fire pump pressure.
- (2) Portable fire extinguishers.
- (3) Fixed systems, e.g., CO2 cylinders.

f) STEERING APPARATUS**g) MTSC SYSTEMS AND EQUIPMENT**

- (1) Harbor charts.
- (2) Ground tackle and mooring lines.
- (3) Whistle/fog horn, bell.
- (4) Compass.
- (5) Radar.
- (6) 2-way radio capable of bridge to bridge communications.
- (7) Current licenses.

21. The HSP shall obtain written acknowledgement of water taxi service by an authorized ship representative. Logs shall be used to document arrival and departure times. Logs must be available upon request for U.S. Government review and inspection.
22. Mobilization, demobilization, stand-by fee, setup and placement shall be included in the fixed price of water ferry/taxi services.

23. OTHER WATER FERRY/TAXI SERVICES (XX4B). Periodically, the ordering officer will request items or services that are categorized as water ferry/taxi services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
24. RESERVED ELIN (XX4C).
25. RESERVED ELIN (XX4D).
26. RESERVED ELIN (XX4E).
27. RESERVED ELIN (XX4F).
28. RESERVED ELIN (XX4G).
29. RESERVED ELIN (XX4H).
30. RESERVED ELIN (XX4J).
31. RESERVED ELIN (XX4K).
32. RESERVED ELIN (XX4L).
33. RESERVED ELIN (XX4M).

ELINs XX4N – XX6U: GENERAL CHARTER & HIRE ITEMS

1. YOKOHAMA OR COMPARABLE FENDERS (XX4N – XX4Z).
- a) The HSP shall furnish Yokohama or comparable fenders for all classes of ships in accordance with the ELINs. Fenders provided shall be appropriate and safe for the class of ship and pier configuration. The fenders proposed for each ELIN shall be safe and useable for the intended class of ship at all locations specified by the ELIN. The cost for mobilization and demobilization, stand-by fee, installation and de-installation, and transportation shall be included in the daily rate.
 - b) RESERVED ELIN (XX4V).
 - c) Submarine fenders (XX4Y). The price for the submarine fender shall include all transportation, storage, setup, mobilization, demobilization and stand-by charges. XX4Y refers to a hydro pneumatic submarine fender with a size of 4.5M.
 - d) FENDER - PORT PROVIDED (XX4Z) shall be used when fenders are provided by the port. The HSP shall provide a proposal for these items in response to the RTOP. As these items may be port provided, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
 - e) The HSP shall provide fenders with a minimum of two (2) mooring lines. Minimum standards for fender are 2.5 meters in diameter or larger.

2. CAMELS (XX50 – XX56).

- a) The HSP shall furnish camels for all classes of ships in accordance with the ELINs. Camels provided shall be appropriate and safe for the class of ship and pier configuration. The camels shall be flat surface platforms to be placed alongside the pier and sufficiently capable of breasting the ship away from the pier or from other ships. The daily rate for camels shall include all costs for mobilization, demobilization, stand-by fee, installation and de-installation.

3. BREASTING BARGE (XX57 – XX5D).

- a) The HSP shall furnish breasting barges for all classes of ships in accordance with the ELINs alongside the ship. The breasting barge shall have suitable self-fendering to prevent damage to the ship and a minimum of four (4) mooring lines suitable to withstand extreme weather conditions.

If sea state, weather, or other conditions, to include but not limited to the configuration of the vessel, the pier, or the barge, require any additional fendering between the barge and the ordering vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge. The daily rate for breasting barges shall include all costs for mobilization and demobilization, stand-by, installation and de-installation.

4. FENDERING BARGE (XX5E – XX5L).

- a) The HSP shall furnish fendering barges for all classes of ships in accordance with the ELINs. The purpose of a fendering barge is purely to add additional separation between a large ship (such as a carrier) and the pier so the superstructure of the ship is kept at a safe distance from potential pierside obstacles such as cranes. A fendering barge is not certified for uses such as passenger transit or for uses such as the establishment of scaffolding for painting evolutions. It is purely required when a large vessel needs more separation from the pier than would be provided by a camel. The daily rate for fendering barges shall include all costs for mobilization and demobilization, stand-by, installation and de-installation.

5. LANDING BARGE (XX5M – XX5T).

- a) The HSP shall furnish landing barges for all classes of ships in accordance with the ELINs. The landing barges shall be flat surface barges for positioning at the stern or side of the vessel or alongside the fleet landing area ashore to serve as a loading/unloading platform for water taxi personnel or cargo. They shall not interfere with the operations of the ships' elevators or other equipment.
- b) If sea state, weather, or other conditions, to include but not limited to the configuration of the vessel, the pier, or the barge, require any additional fendering between the barge and the ordering vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge.
- c) The daily rate for the barges must include all costs for mobilization, demobilization, stand-by, installation and de-installation to include tugs if barges are not motorized.

6. OILY WASTE REMOVAL (TRUCK AND BARGE) (XX5U – XX5X)

- a) Oily Waste is defined as any liquid petroleum product mixed with wastewater and/or oil in any amounts, which if discharged overboard, would cause or show sheen on the water. The HSP shall follow local government regulations when disposing of oily waste, using the most cost effective method.

- b) Oily Waste Removal involves the collection of oil generated by the ships. The requiring vessel will pump this waste into HSP-provided trucks or barges. The HSP shall provide all equipment and facilities required to remove oily waste, including hoses and connections compatible with the ship being serviced. The U.S. Government reserves the right to request a written statement from the HSP describing the method of measurement used to determine the amount of Oily Waste removed from the vessel.
 - c) The HSP shall determine the frequency and method for the collection, offload, removal, and disposal of Oily Waste taking into consideration the Ship's ability to hold Oily Waste aboard. The HSP's removal schedule shall additionally provide sufficient Oily Waste removal frequency and capacity so that the ship's onboard Oily Waste system need not be secured, constrained, or shut down due to lack of available on-ship Oily Waste capacity.
 - d) The HSP shall submit, as an attachment to the invoices for disposal services, a document verifying the quantity collected and the name of the disposal plant where the oily waste has been or will be disposed.
 - e) The HSP shall comply with the environmental requirements of each country where oily waste is disposed and shall be liable for any costs incurred as a result of the HSP's failure to comply with such requirements. The HSP shall keep all disposal certificates where such certificates are released by the disposal facility and shall make them available to the Ordering Officer upon request.
 - f) In the event the HSP subcontracts oily waste disposal, the HSP shall be liable for any costs incurred by the U.S. Government as a result of the disposal operator's failure to comply with local requirements.
 - g) When removal is done via barge, the HSP shall provide a barge with fendering and a minimum of four (4) mooring lines to secure alongside the ship. The HSP shall pre-position Oily Waste barges/trucks when necessary in accordance with Force Protection or other requirements. If sea state, weather, or other conditions, to include but not limited to the configuration of the vessel, the pier, or the barge, require any additional fendering between the barge (or other vessel provided in lieu of a barge) and the ordering vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge.
 - h) The HSP shall be paid in accordance with paragraph 5, "Volumetric based services" at Schedule Notes, Section B, above.
 - i) OILY WASTE REMOVAL - PORT PROVIDED (XX5W) shall be used when oily waste removal is provided by the port. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be port provided, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
 - j) OILY WASTE REMOVAL - PORT PROVIDED - PT (XX5X) shall be used when oily waste removal is a port tariff service. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be a port tariff service, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
7. PRATIQUE AGRICULTURAL (XX5Y). The HSP shall provide for quarantine services to include equipment and personnel inspections as required by local authorities.
8. STEVEDORE SERVICES & CARGO DRAYAGE/LIGHTERAGE (MATERIAL HANDLING (UP TO 150 LBS)) (XX5Z – XX63).

- a) STEVEDORE SERVICES (XX5Z). The HSP shall provide stevedores for general labor at pier (not only for material handling). Billing shall be per shift. A shift is meant to be 8 hours.
 - b) DRAYAGE AND LIGHTERAGE (XX60 – XX63). The HSP shall provide material handling services for the ship (Cargo Drayage or Lighterage). They will receive material shipped to them, clear the material through customs, store the material, report the status of the material, deliver the material to the ship alongside, or onboard when requested, and forward the material if unable to deliver. The HSP shall use counter-to-counter delivery and charge by each Bill of Lading. The provided drayage (land transportation) (XX60) services for material handling items shall include any required trucks and personnel. The HSP shall provide covered, lockable trucks with a driver to load/off load cargo and mail. The covered truck shall have a hydraulic lift to facilitate loading and offloading. The driver shall assist with loading and offloading. For the mail, the HSP shall provide daily mail pick-up and delivery service for the ship. When necessary the ship will provide military members to escort the mail. The HSP shall be responsible for security and prevent loss/damage /destruction of cargo and mail. The **service shall** be inclusive of all mileage, all necessary equipment, licensed drivers, all liability insurance as required by local law, holiday and overtime costs, fuel, all other operating expenses, and all other incidentals. **A minimum price of four (4) continuous hours shall apply.** The HSP shall provide Lighterage (water transportation) services (XX61 – XX63) for material handling items to include required barges and personnel when the ship is at anchorage. **Class 4 and 5 ships do not possess the means to load material from a lighterage barge to the ship. In those instances where a class 4 or 5 ship will utilize a lighterage barge, the contractor may propose a lighterage barge with crane under the "OTHER GENERAL CHARTER & HIRE ITEMS" ELIN – XX6J. ELINs XX60 – XX63 are issued in both the solicitation and the contract as Estimated (EST) ELINs with the estimated values of items to be ordered under these ELINs pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.**
 - c) Material ordered by the ship and shipped shall be arranged so as to have the material arrive at least 2 working days prior to ship's arrival. Shipping documents shall be labeled "SHIP'S SPARE(S) IN TRANSIT" and addressed to the ship's Commanding Officer of the Unit and in care of the HSP.
 - d) The HSP shall receive the package for the ship and clear it through customs (XX64) when the ship has arrived and berthed or anchored in the respective port. Any damages must be reported to the ship prior to acceptance.
 - e) The HSP shall deliver the package to the ship the day of arrival in port or the following morning. The HSP shall send status reports after receipt, after delivery, and if unable to deliver, to a designated government representative.
 - f) The HSP shall forward the package to a designated location if for any reason it cannot be delivered to the ship. The HSP shall store the package so that it will not be damaged and forward to the next port of call or as otherwise directed by the ordering officer. Postage for package forwarding shall be charged by weight at the RTOP level as outlined in ELINS XXAD7 – XXDC under SUBCLIN X00XAH, OTHER SERVICES FUNDED ITEMS.
 - g) Any other associated costs or related services without a fixed contract price will be purchased under the Supply Officer's Government purchase card authority or by the Contracting Officer/**Ordering Officer.**
9. PORT DUES, BERTHING FEE AT PIERSIDE OR ANCHORAGE (XX65 – XX6D).
- a) In some **ports**, the port authority or concessionaire charges port dues to the visiting ship.
 - b) **RESERVED.**

- c) ELINs XX66, XX67, XX68, and XX6B shall only be used when the port is not publicly owned/operated.

10. SUBMARINE MOORING (XX6E).

- a) The mooring system shall employ a shallow draft barge, which is 145 to 155 feet long, 55 to 60 feet wide, and which has a draft of at least 3 feet. Bollards or bits of sufficient size and strength to attach 3-inch diameter mooring lines and adequately moor an 8,000-ton submarine shall be placed every 25 to 35 feet along the perimeter of the barge. The barge shall have adequate fendering between the pier and pier side of the barge to prevent any damage to the pier. Two submarine mooring fenders, each a minimum of 4.5 feet in diameter and 40 feet in length, shall also be provided. The submarine fenders shall be of rigid construction with the outside material being a hard rubber type material. Both submarine fenders shall be securely mounted on the seaward side of the shallow draft barge and extend vertically into the water their entire length. The distance between the submarine fenders when mounted shall be 75 to 85 feet, and the center point between the submarine fenders shall correspond to the center point of the barge.
- b) Three (3) or four (4) brows shall also be used during the port visit. One brow shall be placed from the pier to one of the mooring pontoons and another from the pontoon to the ship to serve as a walkway for personnel. Another one or two brows shall be used to stabilize electrical cables running from the shore generator to the aft escape hatch of the submarine.
- c) Mobilization, demobilization, stand-fee, set-up and placement shall be included in the proposed unit price.

11. INTERPRETER SERVICES (XX6F). The HSP shall provide interpreter services when ordered. The interpreter shall be fluent in both the predominant spoken and written local language as well as English.

12. LOGISTICS SUPPORT TO GOVERNMENT TEAMS (XX6G). Note: This Line Item is for logistics support to individuals such as Naval Criminal Investigative Service and Fleet Force Protection specialists in connection with ship visits to a port area. The team may consist of one individual. U.S. Government teams conduct surveys in a variety of ports in the Region. The U.S. Government may require the assistance of the HSP in the ports to be surveyed. The HSP shall assign an individual to participate in and assist with logistical arrangements for a team that will perform the survey. This team may visit a variety of ports in advance of ships' visits to assess the force protection levels of the port and to perform related functions. The HSP's assistance shall include providing logistical support as requested by the U.S. Government, coordinating access and interviews with local officials, local husbanding services, and support Contractors, coordinating necessary translation services for the team, and assisting in the development of a final assessment report.

13. Supplemental Government Quarters (XX6H). The government may at times during a port visit require the vendor to obtain supplemental government quarters (hotel accommodations) for the crew.

These supplemental government accommodations should support double occupancy to the maximum extent practicable. The total price for these quarters will be capped at the allowable published lodging rate for the location and time of need. Lodging rates for the United States, U.S. Territories and possessions may be found on the U.S. General Services Administration (GSA) website at the following web address:

http://www.gsa.gov/portal/content/104877?utm_source=OGP&utm_medium=print-radio&utm_term=perdiem&utm_campaign=shortcuts.

Lodging rates for use outside of the United States, U.S. Territories and possessions may be found on the U.S. Department of State website at: http://aoprals.state.gov/content.asp?content_id=184&menu_id=78

HSPs may propose prices lower than the current published rate. However, supplemental accommodations must meet the following minimum requirements: Be within normal commuting distance to the unit; 100% of the rooms must have a bed, toilet, shower with curtain or bath tub with curtain; daily room cleaning; working color-

TV together with remote control; lighting; table/desk and chair; reception service; publicly available telephone for guests; clean bath towels provided daily; clean linen; controlled access and clearly marked routes of egress in the event of fire, for the safety and welfare of all guests and must meet the US embassy approved force protection requirements.

14. OTHER GENERAL CHARTER & HIRE ITEMS (XX6J). Periodically, the ordering officer will request items or services that are categorized as general charter and hire items or services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
15. RESERVED ELIN (XX6K).
16. RESERVED ELIN (XX6L).
17. RESERVED ELIN (XX6M).
18. RESERVED ELIN (XX6N).
19. RESERVED ELIN (XX6P).
20. RESERVED ELIN (XX6Q).
21. RESERVED ELIN (XX6R).
22. RESERVED ELIN (XX6S).
23. RESERVED ELIN (XX6T).
24. RESERVED ELIN (XX6U).

SUBCLIN X00XAB: UTILITIES FUNDED ITEMS

ELINs XX6V – XX7A: COLLECTION, HOLDING, AND TRANSFER (CHT) AND GREYWATER

1. The HSP is responsible for the entire cycle necessary to collect, remove, and dispose of Collection, Holding, Transfer (CHT) bacteriological/chemical liquids (“waste” or “sewage”) and greywater from ships throughout the area covered by this contract. The HSP shall provide all necessary equipment, personnel and facilities to perform the services including pumps, hoses, and connections compatible with the ships being serviced. The HSP shall be responsible for the supervision of the collection, holding, transportation and disposal services to avoid any overflow of CHT and/or greywater on the barge, the ship, the sea surrounding the ship, or the pier. The HSP shall pre-position CHT and/or greywater barges, when necessary, in accordance with force protection or other requirements. The daily rate shall include all costs for mobilization, demobilization, stand-by fee, installation and de-installation.
2. Greywater is defined as wastewater generated from sinks (i.e. hand-washing/dishwashing), showers and baths. The HSP shall follow local government regulations when disposing of greywater, using the most cost effective method. Greywater will be treated as CHT only in cases where the Port Authority forbids ship discharge of greywater. In the event that greywater is defined as the equivalent of oily waste, the HSP shall dispose of any combination of oily waste and greywater as oily waste. Greywater removal services shall be paid in accordance with paragraph 5, “Volumetric Based Services” under Section B –Schedule Notes, above.
3. The HSP shall remove CHT and/or greywater from the ship, whether at anchor or pierside, commencing within one (1) hour of the ship's arrival and through up to one (1) hour before the ship's departure. The HSP shall determine the frequency and method for the collection, offload, removal, and disposal of CHT and/or greywater taking into consideration the Ship's ability to hold CHT and/or greywater aboard. The HSP's removal schedule shall additionally provide sufficient sewage removal frequency and capacity so that the ship's onboard CHT collection system need not be secured, constrained, or shut down due to lack of available on-ship CHT tank capacity.
4. The HSP shall provide an offload schedule to the ship's Supply Officer during the meeting right after the ship's arrival.
5. The HSP shall remove sewage from the ship in HSP-provided equipment, and if using a holding tank to collect the CHT and/or greywater, the HSP shall determine the frequency and method to empty the holding tank such that the holding tank shall not overflow.
6. The HSP shall accurately measure sewage removed from the ship using a properly calibrated flow metering device. The ship duty engineer shall verify in writing the amount of discharged CHT and/or greywater. The Government reserves the right to use its own metering device to verify measurement of sewage discharge. The HSP shall include a written statement with the invoice package that describes the method it used to determine the liquid quantities off-loaded from the ship.
7. The HSP shall provide CHT hoses of sufficient length from HSP equipment to the ship with either 2.5” or 4” quick disconnect camlock fittings.
8. The HSP shall properly dispose of all sewage. CHT/Greywater collection, removal and disposal shall be priced based on the following conditions:
 - a) CHT AND GREYWATER BY TRUCK (XX6V). The HSP shall provide services when the visiting ship is at pierside.
 - b) CHT AND GREYWATER BY BARGE (XX6W). The HSP shall provide services when the visiting ship is at anchorage or the port authority has issued a directive stating that service must be performed by barge or the barge has been ordered by the ship. The HSP shall provide a barge with suitable self-fendering to prevent damage to the vessel and a minimum of four (4) mooring lines to secure alongside the ship. The HSP shall pre-position CHT Barges when necessary in accordance with Force protection or other requirements. If sea state, weather, or other conditions, to include but not limited to the configuration of the vessel, the pier, or the barge, require any additional fendering between the barge (or other vessel provided in lieu of a barge) and the ordering vessel to supplement the barge's self-

- fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge.
- c) CHT AND GREYWATER BY PIPELINE (XX6X). The HSP shall provide services when the visiting ship is at pierside by pipeline.
 - d) CHT AND GREYWATER – PORT PROVIDED (XX6Y) shall be used when CHT and Greywater removal is provided by the port.
9. The CHT and/or Greywater service shall be a dedicated service. The term “dedicated service” means a service provided exclusively to the U.S. Government. In those limited number of cases where this is not possible, the HSP shall provide a system to measure the volume of sewage deposited in the barge by the U.S. Government’s ship or otherwise ensure that the ship is charged only for its “pro rata” share of CHT.
10. The HSP shall be paid in accordance with paragraph 5, “Volumetric Based Services”, under Section B – Schedule Notes, above.
11. CHT AND GREYWATER HOSES, CONNECTIONS, HOSE CONNECTION & DISCONNECTION, AND MONITORING (XX6Z). For vessels that go pierside at any pier where disposal of CHT and/or greywater through use of a pipeline is possible and the vessel does not have hoses and connections on-board; the Contractor shall only be required to provide hoses, connections, hose connection and disconnection, and monitoring of the CHT and/or greywater removal. These items are not separately identified or priced in this PWS. The RTOP will detail the items, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
12. OTHER COLLECTION, HOLDING, AND TRANSFER (CHT) AND GREYWATER SERVICES (XX70). Periodically, the ordering officer will request items or services that are categorized as CHT and/or Greywater services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
13. RESERVED ELIN (XX71).
14. RESERVED ELIN (XX72).
15. RESERVED ELIN (XX73).
16. RESERVED ELIN (XX74).
17. RESERVED ELIN (XX75).
18. RESERVED ELIN (XX76).
19. RESERVED ELIN (XX77).
20. RESERVED ELIN (XX78).
21. RESERVED ELIN (XX79).

22. RESERVED ELIN (XX7A).

ELINs XX7B – XX7G: FRESH POTABLE WATER

1. Potable water is defined as fresh drinking water of a quality not less than that prescribed in:

- a) Current Drinking Water Standards, as published by the United States Environmental Protection Agency, Office of Water and shall comply with specifications of the National Primary and Secondary Drinking Water Regulations (NPDWR). See below:

1. Contaminant levels for inorganic chemicals (effective 1 January 1993)

| <i>CONTAMINANT</i> | <i>MCLG (mg/L) ¹</i> | <i>MCL (mg/L)</i> | <i>AL (mg/L ²)</i> |
|----------------------------------|---|---|-------------------------------|
| ASBESTOS | 7 million fibers/L longer than 10 micrometers | 7 million fibers/L longer than 10 micrometers | |
| ARSENIC | | 0.05 | |
| BARIUM | 2 | 2 | |
| CADMIUM | 0.005 | 0.005 | |
| CHROMIUM | 0.1 | 0.1 | |
| COPPER | 1.3 | | 1.3 ³ |
| LEAD | 0 | | .015 ⁴ |
| MERCURY | 0.002 | 0.002 | |
| NITRATE (AS N) | 10 | 10 | |
| NITRITE (AS N) | 1 | 1 | |
| TOTAL NITRATE AND NITRITE (AS N) | 10 | 10 | |
| SELENIUM | 0.05 | 0.05 | |
| FLUORIDE | 4 | 4 | |

- (i) Maximum contaminant level goal (MCLG). The maximum level of a contaminant in drinking water at which no known or anticipated adverse effect on the health of persons would occur, and which allows an adequate margin of safety. MCLGs are nonenforceable health goals.
- (ii) Action level (AL). Concentrations of lead or copper in water that determine, in some cases, whether a water system must install corrosion control treatment, monitor source water, replace lead service lines, and undertake a public education program.
- (iii) The copper action level is exceeded if the concentration of copper in more than 10 percent of tap water samples properly collected during any monitoring period

is greater than 1.3 mg/L (i.e., if the “90th percentile” copper level is greater than 1.3 mg/L).

- (iv) The lead action level is exceeded if the concentration of lead in more than 10 percent of tap water samples properly collected during any monitoring period is greater than 0.015 mg/L (i.e., if the “90th percentile” level is greater than 0.015 mg/L).

2. Contaminant levels for volatile organic chemicals (VOCs) (effective 01 January 1993)

| <i>CONTAMINANT</i> | <i>MCLG (mg/L)</i> | <i>MCL (mg/L)</i> |
|---------------------------------|--------------------|-------------------|
| BENZENE | 0 | 0.005 |
| CARBON TETRACHLORIDE | 0 | 0.005 |
| 1, 2 - DICHLOROETHANE | 0 | 0.005 |
| 1, 1 - DICHLOROETHYLENE | 0.007 | 0.007 |
| PARA - DICHLOROBENZENE | 0.075 | 0.075 |
| 1, 1, 1 - TRICHLOROETHANE | 0.20 | 0.20 |
| TRICHLOROETHYLENE | 0 | 0.005 |
| VINYL CHLORIDE | 0 | 0.002 |
| O-DICHLOROBENZENE | 0.06 | 0.6 |
| CIS - 1, 2 DICHLOROETHYLENE | 0.07 | 0.07 |
| TRANS - 1-2 DICHLOROETHYLENE | 0.1 | 0.1 |
| 1, 2 - DICHLOROPROPANE | 0 | 0.005 |
| ETHYLBENZENE | 0.7 | 0.7 |
| MONOCHLOROBENZENE | 0.1 | 0.1 |
| STYRENE | 0.1 | 0.1 |
| TETRACHLOROETHYLENE | 0 | 0.005 |
| TOLUENE | 1 | 1 |
| XYLENES (TOTAL) | 10 | 10 |

3. Contaminant levels for organic chemicals, pesticides, and polychlorinated biphenyls (PCBs) effective 01 January 1993

| <i>CONTAMINANT</i> | <i>MCLG (mg/L)</i> | <i>MCL (mg/L)</i> |
|--------------------|--------------------|-------------------|
|--------------------|--------------------|-------------------|

| <i>CONTAMINANT</i> | <i>MCLG (mg/L)</i> | <i>MCL (mg/L)</i> |
|---|--------------------|---------------------|
| ENDRIN | 0.002 | 0.002 |
| LINDANE | 0.0002 | 0.0002 |
| METHOXYCHLOR | 0.04 | 0.04 |
| TOXAPHENE | 0 | 0.003 |
| 2, 4-D | 0.07 | 0.07 |
| 2, 4-5 - TP (SILVEX) | 0.05 | 0.05 |
| ALACHLOR | 0 | 0.002 |
| ATRAZINE | 0.003 | 0.003 |
| CARBOFURAN | 0.04 | 0.04 |
| CHLORDANE | 0 | 0.002 |
| 1, 2-DIBROMO – 3 - CHLOROPROPANE (DBCP) | 0 | 0.0002 |
| ETHYLENE DIBROMIDE (EDB) | 0 | 0.00005 |
| HEPTACHLOR | 0 | 0.0004 |
| HEPTACHLOR EPOXIDE | 0 | 0.0002 |
| PCB S (AS DECACHLORBIPHENYL) | 0 | 0.0005 |
| ALDICARB | 0.001 | 0.003 |
| ALDICARB SULFOXIDE | 0.001 | 0.004 |
| ALDICARB SULFONE | 0.001 | 0.002 |
| PENTACHLOROPHENOL | 0 | 0.001 |
| TOTAL TRIHALOMETHANES (THE SUM OF THE CONCENTRATIONS OF BROMODICHLOROMETHANE, DIBROMOCHLOROMETHANE, TRIBROMOMETHANE (BROMOFORM), AND TRICHLOROMETHANE (CHLOROFORM)) | | 0.10 ⁽¹⁾ |

- (i) The MCL for total trihalomethanes applies only to water systems serving 10,000 or more individuals and which add a disinfectant to the water. For systems serving less than 10,000 individuals, U.S. Navy Bureau of Medicine and Surgery (BUMED) may adopt an effective date for the MCL.

4. Coliform Bacteria

- (i) The MCL for coliform bacteria (also called total coliforms) is based on the presence or absence of total coliforms in a sample rather than on an estimate of coliform density.
- (ii) The MCL for potable water systems analyzing at least 40 samples each month: No more than 5.0 percent of the monthly samples may be total coliform-positive.
- (iii) The MCL for systems analyzing fewer than 40 samples each month: No more than one sample each month may be total coliform-positive.

2. Monitoring and Analytical Requirements

- a) Public water systems must collect total coliform samples at sites that are representative of water through the distribution system. Sampling must be accomplished according to a written sampling plan. The monitoring frequency and number of routine samples required for total coliform monitoring are based on the population served by the system and the type of water source, i.e., groundwater, surface water, etc. Reference (d) contains sampling requirements for the Navy public water system.
- b) The standard sample volume for microbiological analyses must be 100 milliliters.
- c) Approved methods of microbiological analysis include the Autoanalysis Coli-ert System, also called the Minimum Media ONPG-MUG (MMO-MUG) Test; the Presence-Absence (PA) Coliform Test; the multiple-Tube Fermentation (MTF) Technique, and the membrane Filter (MF) Technique. A step-by-step microbiological test procedure for shipboard use is included in reference (1).

3. Repeat Monitoring

- a) A set of three repeat samples for each total coliform-positive routine sample must be collected. One repeat sample must be collected from the same tap as the original total coliform-positive sample. The other repeat samples must be collected from within five service connections of the original total coliform-positive sample. At least one sample must be upstream and the other downstream. These repeat samples must be collected within 24 hours of being notified of the positive result of the original sample, except where BUMED waives this requirement on a case-by-case basis.
- b) If a total coliform-positive sample is at the end of the distribution system, or one service connection away from the end of the distribution system, BUMED may waive the requirement to collect at least one sample upstream or downstream of the original positive sampling site.
- c) If total coliforms are detected in any repeat sample, the system must collect another set of repeat samples, as before, unless the MCL has been violated and the system has notified BUMED (in which case the State may reduce or eliminate the requirement to take the remaining samples).
- d) If any routine or repeat sample is total coliform-positive, it must also be analyzed to determine if fecal coliforms are present, except that the system may test for *E. coli* in lieu of fecal coliforms. Or *E. coli* testing on total coliform-positive samples if the system treats every total coliform-positive sample as fecal coliform positive or *E. coli* positive and complies with all requirements that apply when a sample is fecal coliform-positive.
- e) Turbidity. The MCL for turbidity applies to both community water systems and noncommunity water systems using surface water sources in whole or in part. The MCL for turbidity in drinking water measured at representative entry points to the distribution system is:
 - (1) One turbidity unit for monthly average (5 turbidity units monthly may apply at State option).
 - (2) Five turbidity units (maximum) average for 2 consecutive days.

- (3) These requirements apply to filtered systems until 29 JUNE 1993. The requirements apply to unfiltered systems that the State has determined, in writing, must install filtration until 29 June 1993 or until filtration is installed whichever is later. After the above dates, consult the latest edition of 40 CFR 141.

f) The MCL for Radiological Contaminants are:

| | |
|---|--------------|
| Gross alpha particle activity including radium 226 but excluding radon and uranium..... | 15 pCi/L |
| Combined radium-226 and radium 228..... | 5 pCi/L |
| Tritium..... | 20,000 pCi/L |
| Strontium-90..... | 8 pCi/L |

Note: Screening indicators have been established for radiological contaminants. Gross Alpha present at less than or equal to 5 pCi/L, as an indicator, eliminates the need to analyze for radium 226 and 228. Gross beta present at less than or equal to 8 pCi/L, as an indicator, eliminates the need to analyze for tritium and strontium-90.

g) Sodium and Corrosivity: No MCLs have been published; however, monitoring is required.

(1) Code of Federal Regulations Title 21, Volume 2, Part 165.110 (21CFR165).

(2) These documents are incorporated by reference with the same force and effect as if they were given in full text. Full text may be accessed electronically at this website:
<http://www.accessdata.fda.gov/scripts/cdrh/cfdocs/cfcfr/cfrsearch.cfm?fr=165.110>

The HSP shall be responsible for identifying and providing water from a source that meets U.S. Government requirements. The U.S. Government reserves the right to accept deliveries of potable waters that do not comply with above specifications, and to bring the water up to specification standards through chlorination.

4. The HSP shall provide for the delivery of fresh potable water to the ships as ordered. The HSP shall determine the frequency and method for the delivery of the ordered fresh potable water. The HSP's delivery schedule shall provide sufficient delivery frequency so that ship's operations are not negatively impacted due to lack of fresh potable water.
5. The barges, tankers or trucks and equipment used for transfer, storage and transportation of potable water shall not be used for cargo other than potable water, and must be equipped with independent pipe systems and working, CERTIFIED METERING DEVICES.
6. Source of Water. Water deliveries are to be made from sources that meet the requirements of paragraph (1) above. If the water source does not meet the requirements of potable water, the HSP shall be required to provide water from an alternate approved source at no increase in the contract price.
7. If potable water delivery is via barge, the HSP shall provide a barge with suitable self-fendering to prevent damage to the vessel and a minimum of four (4) mooring lines to secure alongside the ship. The HSP shall pre-position water Barges, when necessary, in accordance with Force protection or other requirements. If sea state, weather, or other conditions, to include but not limited to the configuration of the vessel, the pier, or the barge, require any additional fendering between the barge (or other vessel provided in lieu of a barge) and the ordering vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge.
 - a) PIERSIDE, PIPELINE (XX7B). Potable water pierside shall be delivered by pipeline if available. If not, PIERSIDE, OTHER THAN PIPELINE (XX7C) applies.

- b) ANCHORAGE (XX7D). If a vessel is at anchorage, ELIN XX7D applies.
 - c) POTABLE WATER – PORT PROVIDED – PT (XX7E) shall be used when potable water supply is a port tariff service. **The HSP shall provide a proposal for these services in response to the RTOP.**
8. The HSP shall be paid in accordance with paragraph 5, “Volumetric Based Services”, under Section B – Schedule Notes. The Government reserves the right to request a written statement from the HSP describing the method of measurement used to determine the amount of potable water provided to the vessel. The barges, tankers or trucks and equipment used for transfer, storage and transportation of potable water shall not be used for cargo other than potable water, and must be equipped with independent pipe systems and working certified metering devices.
9. BOTTLED WATER (MINIMUM 100 LITERS PER PORT VISIT) (XX7F). The HSP shall provide for the furnishing of fresh, potable water in bottles. The husbanding provider is responsible for ensuring that the U.S. Army Veterinary has approved the products recommended to the ship’s Supply Officer. Information on how to request and obtain sanitary inspection is provided as Attachment J-6 titled, “Request for Sanitary Inspection”. The minimum order quantity for this line item is 100 liters.
10. OTHER FRESH POTABLE WATER (XX7G). Periodically, the ordering officer will request items or services that are categorized as fresh potable water items or services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
11. RESERVED ELIN (XX7H).
12. RESERVED ELIN (XX7J).
13. RESERVED ELIN (XX7K).
14. RESERVED ELIN (XX7L).
15. RESERVED ELIN (XX7M).
16. RESERVED ELIN (XX7N).
17. RESERVED ELIN (XX7P).
18. RESERVED ELIN (XX7Q).
19. RESERVED ELIN (XX7R).
20. RESERVED ELIN (XX7S).

ELINs XX7T – XX8E: GENERAL UTILITY SERVICES

1. SHORE STEAM (XX7T) & FEED WATER (XX7U)
- a) SHORE STEAM (XX7T). The HSP shall provide shore steam to the ship. Shore steam provided to the ship may be provided by any means (boiler or generator) so long as the pressure of steam delivered to the vessel is 100 PSI (standard commercial pressure) and of acceptable quality for the vessel.

Pricing for provision of shore steam shall include the boiler or generator, fuel for the generator, mobilization/demobilization, hoses, and adapters appropriate to the vessel type, and water (where required) for the generator or boiler. This item shall be billed on an hourly basis.

- b) FEED WATER (XX7U). The HSP shall provide feed water for the shore steam. Price is to be per metric ton (MT).

2. OIL BOOMS (XX7V – XX7W).

- a) The HSP shall provide oil booms to be used for containment, concentration, diversion and exclusion of oil floating on water. Oil Booms provided shall have a flotation device at the top, a skirt below, a tension device, and a ballast device at the bottom. Billing for XX7V & XX7W shall be per meter of oil boom per day and shall include cleanup and removal of oil booms. For example, a 300-meter oil boom would be billed at 300 meters per day. In all cases when a ship orders an oil boom, the HSP shall invoice and will be paid for a minimum daily quantity of 100 M.
- b) Oil Booms are intended to act as a precautionary measure in case of inadvertent leakage from equipment otherwise in sound operating condition. Oil booms are also intended to mitigate the environmental damages that may otherwise result from inadvertent leakage. The HSP shall notify the Ordering Activity, upon receipt of RTOP, if deployment of an oil boom at the proposed mooring location is contrary to the port authority regulation so that the RTOP for the oil boom service can be modified to delete the request.

3. SHORE POWER (INCLUDES CABLES, CONNECTION, FUEL, AND OPERATORS) 450-480V, 60 HZ (XX7X – XX86).

- a) The HSP shall provide shore power to the ship using diesel generators with fuel alongside the ship or permanent connection system.
 - (1) SHORE POWER – PORT PROVIDED – PT (XX7X) shall be used when shore power is a port tariff service.
 - (2) ELINs XX7Y – XX81 are for generators. Generators shall emit sound levels less than 84 decibels. The HSP shall provide all cables and make all power connections between the generator and ship. The price for rental is per day for each amperage and shall include fuel.
 - (3) ELIN XX82 is for permanent connection system. The price is per KWH. The availability of shore power shall be in accordance with the schedule established by the ship.
- b) GENERATORS (XX83 – XX86) are to be used only if/when shore power provided via generators by port authorities is, for any reason, not available or inadequate. The price for rental is per day for each amperage and shall include fuel.

4. OTHER GENERAL UTILITY SERVICES (XX87). Periodically, the ordering officer will request items or services that are categorized as general utility items or services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.

5. RESERVED ELIN (XX88).

6. RESERVED ELIN (XX89).

7. RESERVED ELIN (XX8A).
8. RESERVED ELIN (XX8B).
9. RESERVED ELIN (XX8C).
10. RESERVED ELIN (XX8D).
11. RESERVED ELIN (XX8E).
12. RESERVED ELIN (XX8F).
13. RESERVED ELIN (XX8G).
14. RESERVED ELIN (XX8H).

SUBCLIN X00XAC: FORCE PROTECTION (FP) FUNDED ITEMS

1. Only the ordering officers are authorized to order FP services under this contract. If any other activity or individual (e.g., NCIS, DAO, etc.) attempts to order FP services, the HSP is required to immediately inform the Contracting Officer. All FP services must be in compliance with 32 Code of Federal Regulations (CFR) PART 159.
2. **The HSP is responsible for providing and coordinating all aspects of FP planning and services with the requesting unit and Port Authorities.** The HSP is first required to coordinate with the assigned U.S. Embassy to verify what services will be provided by the HN. For items not provided by HN the HSP shall coordinate with the requesting unit to ensure that services provided are available and scheduled to show up on time.
3. The HSP will follow the contract requirements in this FP section unless directed differently by the Contracting Officer or Ordering Officer.
4. The HSP is prohibited from providing any requested FP measures that are not included in this contract unless prior approval is obtained from the Contracting Officer. The HSP must explain what the added FP service will include and why it has been requested. The Contracting Officer will coordinate this requirement with the ship's FP personnel. Once a final decision is reached then the HSP will be authorized to proceed with the service at an agreed upon price or instructed to cancel the requirement.
5. Force Protection (FP) is considered a combination of practices and procedures, including the use of specific material, equipment, and personnel, having the objective of improving security to personnel and ships while in port. **FP services or supplies may be charged at the public tariff rate.** The HSP shall provide a fixed price for Force Protection inclusive of any port tariff rates and commercial sources for each order with an amount not to exceed the maximum prices indicated in the basic contract.
6. The HSP shall protect ship schedule information, both paper-based and electronic, from disclosure to individuals and HSPs that are not directly involved in providing service to the Navy in response to a verbal or written order from an authorized ordering official under the contract. This requirement to protect ship schedule information shall be flowed down to all individuals and HSPs that are directly involved or may be directly involved in providing service to the Navy under this contract. The HSP's written policy shall describe the required measures to protect ship schedule information.
7. Personnel providing force protection services must be responsive to instructions from the ship. These instructions; however, do not constitute personal services. This does not authorize force protection personnel to violate any local regulations, any Port Authority ordinances, or local decrees. The equipment and material used

for the force protection services will be inspected by the Ship's Force to ascertain that they meet force protection requirements.

8. Access Points: The HSP shall establish a single entry and exit point to the pier area. The HSP shall coordinate access to the pier and vessel for their employees and subcontractor employees providing services to the vessel when requested by the ship's Supply Officer.
9. Personnel Identification: The HSP shall positively identify all personnel before allowing access to the pier area and be able to easily identify personnel while they are working.
10. Background Checks: The HSP shall conduct security background checks on employees and subcontractor employees with local or national police departments or other government organizations to the maximum extent allowed by local laws and regulations. Under no circumstances shall any services be substituted due to inability to obtain background checks on employees and subcontractors. The Government reserves the right to inspect the results of security background checks for all persons allowed access to vessels or their crews. The HSP shall not use employees if their background investigations indicate they may be a security risk to the ship or its crewmembers. The HSP shall issue photo identification badges to its/subcontractor personnel. Badges shall be standardized and have a passport type photo, name of the company, individual's name, identification number, and date of birth. Personnel will wear the badge so that it is visible at all times. The HSP shall ensure that their employees and subcontractor employees wear appropriate uniform items to identify them as HSP personnel. Examples include similar T-shirts, trousers, or coveralls with company names printed on the clothing.
11. Access Lists: The HSP shall develop a daily list of authorized personnel, vehicles and vessels that may have access to the ship area. This list will be given to the ship's FP officers, security guards, and HSP employees and subcontractor employees as required. For individuals, the list will include their full name, identification number, company, time and duration of visit, and purpose of their work. For vehicles, the list will include a description of the vehicle, license plate number, driver's name, time and duration of visit, and purpose of their work. For vessels, the list shall include the master's name, vessel name, type, color, time and duration of visit, and purpose of their work.
12. Inspections: The HSP shall inform company and subcontracting HSP personnel that Security Guards or U.S. FP personnel shall physically inspect all individuals, personal belongings, vehicles, and vessels prior to entering the work area. Upon completion of inspection, the individual, vehicle, or craft is to remain in a controlled area. If they go outside the controlled area they must be re-inspected before re-entering the controlled area.
13. Stand-Off Distances:
 - a) Objects: To the maximum extent practicable the HSP shall move all objects such as cars, crates, and trash bins at least 400 feet (125 meters) from the ship.
 - b) Unloading Zones: To the maximum extent practicable the HSP shall establish unloading zones at least 400 feet (125 meters) away from the ship.
 - c) Warning Signs: The HSP shall provide FP Warning Signs and post them in conspicuous places around the perimeter of the ship so they can easily be seen. The purpose of the warning signs is to delineate the secure area around ships and to warn unauthorized personnel not to enter. The signs must include a clear warning that the use of deadly force may be authorized by the local security guards or police force.
 - (1) Sign Specifications:
 - (i) Language: Must be in the local language(s) as well as English.
 - (ii) **Wording**: Must state "Restricted Area, Do Not Enter".
 - (iii) Picture: Must depict the image of a person with a gun if weapons are allowed to be carried.
 - (iv) Color: Yellow or white with black lettering.

- (v) Visibility: Must be highly visible from a distance of 400 feet (125 meters).
- (vi) Durability: Must withstand inclement weather for extended periods (minimum six (6) continuous days).

14. The fixed unit price for force protection services shall include all costs associated with providing transportation, mobilization/installation and demobilization/de-installation, or arranging the requested services. The HSP's invoice shall set forth the unit of issue identified for each service, total quantity ordered for each service, unit price, and the total price.

ELINs XX8J – XX94: FORCE PROTECTION BARRIERS

1. Jersey-type (concrete or water filled) security barriers, and CONEX BOX/Commercial Shipping Containers barriers capable of stopping a vehicle (automobile). Any of the below are suitable for land barrier requirements and shall be priced per meter, available at the port (per day).
 - a) JERSEY-TYPE LAND SECURITY BARRIER (XX8J). Concrete barriers of stone blocks and anti-vehicle metal barriers chained together and anchored in place with similar stopping attributes as Jersey-type barriers.
 - b) JERSEY-TYPE WATER FILLED SECURITY BARRIER (XX8K). Water filled barriers (filled with water). The unit price shall include water.
 - c) CONEX BOX BARRIERS (XX8L).
 - d) CONEX BOX BARRIERS – PORT PROVIDED (XX8M) shall be used when Conex Box Barriers are provided by the port.
2. Floating Line of Demarcation (FLOD) at pierside, equipped with anchors and lighting (for night visibility). (Price per meter per day). The HSP shall provide a FLOD to identify a restricted area in the water of approximately 400 feet (125 meters) distance around docked or anchored ships. The purpose of the FLOD is to establish a visual reference final demarcation line that unauthorized swimmers or watercraft should not enter. The Picket Boats will patrol outside this visual reference. The FLOD is not designed to stop approaching unauthorized watercraft by fouling their propellers but is to help identify a safe standoff zone. In all cases when a ship orders a FLOD, the HSP shall invoice and will be paid for a minimum daily quantity of 100 Meters. There are two (2) types of FLOD's that are currently authorized, Floating Barrier/Continuous Line of Demarcation (XX8N) and Floating Barrier/Buoy System Line of Demarcation (XX8P), as describe below:
 - a) FLOATING BARRIER/CONTINUOUS LINE OF DEMARCATION (XX8N). If allowed by the port, the HSP shall provide a Continuous Line FLOD per the specifications below:
 - The FLOD must fully enclose ships pierside or at anchorage. The FLOD will have an entry control point (ECP) where the FLOD may be opened up when authorized watercraft require access to the ship. The HSP will provide a boat and crew to open up and close the FLOD at the ECP.
 - Continuous line made of nylon rope or steel cable (minimum 20mm) with at least one connectable ECP for access. Flotation devices positioned every meter on the line.
 - Large red or yellow buoys (minimum 1 meter in diameter) with battery powered flashing strobe lights (standing at least one meter high above the water) and positioned every 75 meters along the line. The strobe lights must be visible day or night at a minimum distance of 2 nautical miles.
 - Weights positioned at intervals along the line to anchor the line to the seabed and stabilize the FLOD. The number of weights, size and intervals will be determined by the conditions of the harbor or anchorage. It must be sufficient to keep the FLOD intact up to Sea State Condition 3.

- b) FLOATING BARRIER/BUOY SYSTEM LINE OF DEMARCATION (XX8P). This is an acceptable alternative to the Floating Barrier/Continuous Line of Demarcation. Some Ports may require the buoys to be temporarily moved and replaced if a commercial ship requires the water space. The HSP shall provide a Buoy System FLOD per the specifications provided below:
- The HSP shall provide a Buoy System FLOD to identify a restricted area around ships. The purpose of the Buoy System FLOD is to establish a visual reference (not necessarily a physically connected line) final demarcation line, visible day or night, that unauthorized swimmers or watercraft should not be entering. Large red or yellow buoys (minimum 1 meter in diameter) with battery powered flashing yellow strobe lights (standing at least one meter high above the water) will be positioned every 100 meters along the line. The flashing yellow strobe lights must be visible day or night at a minimum distance of 2 nautical miles. In addition, buoys must also be visible on both ship and shore-based radar. Picket Boats will patrol outside of this visual reference. The Buoy System FLOD shall have an Entry Control Point (ECP) where authorized watercrafts are allowed access to and from the ship. The HSP shall provide at a minimum 2 (two) workboats to tend to the Buoy System FLOD at all times.
 - The HSP shall provide the system with weights sufficient to anchor each buoy to the seabed. The size of the weight will be determined by the conditions of the harbor or anchorage. It must be sufficient to keep the buoy line intact at all times regardless of sea conditions.
- c) OPENING AND CLOSING OF FLOATING BARRIER/BUOY SYSTEM LINE OF DEMARCATION (XX8Q). The HSP shall open and close the FLOD at the entry control point upon request. The price shall be for service. Service is meant to include both opening and the closing.
3. METAL PEDESTRIAN CONTROL FENCE (XX8R). Metal pedestrian control fences must be at least two (2) meters high, two (2) meters wide, and sturdy enough to withstand wind and other inclement weather. Price is to be per one (1) meter of fence per day.
4. METAL PEDESTRIAN CONTROL FENCE – PT (XX8S) shall be used when Metal Pedestrian Control Fence is a port tariff service. **The HSP shall provide a proposal for these services in response to the RTOP.**
5. OTHER FORCE PROTECTION BARRIERS (XX8T). Periodically, the ordering officer will request items or services that are categorized as force protection barriers items or services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
6. RESERVED ELIN (XX8U).
7. RESERVED ELIN (XX8V).
8. RESERVED ELIN (XX8W).
9. RESERVED ELIN (XX8X).
10. RESERVED ELIN (XX8Y).
11. RESERVED ELIN (XX8Z).
12. RESERVED ELIN (XX90).
13. RESERVED ELIN (XX91).
14. RESERVED ELIN (XX92).

15. RESERVED ELIN (XX93).

16. RESERVED ELIN (XX94).

ELINs XX95 – XX9Y: FORCE PROTECTION PERSONNEL AND EQUIPMENT

1. UNARMED OR ARMED SECURITY GUARDS (XX95 – XX98).

a) Unarmed or Armed security guards to control vehicle and personnel access to pier or for vetting operations. Price is to be per guard per hour for a minimum of four (4) hours of continuous service. Must be English speaking, and equipped with own handheld radio (not ship's radio) to communicate with ship. Radio must be an operable 800 MHZ radio. Duties and responsibilities will be coordinated with the ship upon arrival. The abovementioned ELINS shall not be ordered or provided where private security guards are contrary to law or regulation. The HSP shall provide security guards at pierside to ensure that only authorized personnel, vehicles, watercraft and material are allowed into restricted areas. The HSP shall ensure guards are qualified and have all necessary equipment for them to provide their service. All guard services shall be performed within the parameters of local laws and regulations. The HSP shall coordinate security guard operations with boat operators and port authorities.

b) ELINs XX96 and XX98 shall be used when unarmed security guards are provided by the port.

2. UNMANNED OR MANNED WATERBORNE PATROL CRAFT CONTINUOUS COVERAGE (XX99 – XX9A). The HSP shall provide unmanned or manned waterborne patrol craft (motorized patrol craft, approximately 5-10 meters in length) with own radio to communicate with ship and local authorities. Manned waterborne patrol craft must be unarmed. Continuous coverage is required for the period of performance ordered by the ship or by the Contracting Officer. Price is to be per patrol craft per hour. Duties and responsibilities will be coordinated with the ship upon arrival. If the period of performance ordered by the ship is less than four (4) continuous hours, the HSP is entitled to a minimum daily amount of four (4) continuous hours for each patrol craft ordered. The purpose of the picket boat is to keep unauthorized watercraft from approaching U.S. ships. The picket boat shall establish a waterborne exclusion zone and keep all unauthorized watercraft from entering this zone.

a) The HSP shall provide for and manage picket boat services. At no time will coverage be allowed to lapse. If a picket boat has to refuel or leave its assigned area for any reason the HSP will ensure a replacement boat is provided for relief. Picket boats will not be allowed to leave the patrol area until their relief is on site.

b) Services shall include a driver and any helpers or crew members as required, insurance required by local law, maintenance, fuel, and any other operating items.

c) The picket boat shall intercept any unauthorized vessels attempting to approach the ship and the picket boat operator will warn them away with a loudhailer. If the unauthorized vessel continues towards the ship, the security guard will warn the ship via two-way radio. The Picket Boat will circle the unauthorized vessel or attempt to block its approach. The Picket Boat will not ram the unauthorized vessel. If the unauthorized watercraft still continues toward the ship, the Picket Boat will stand off and let the ship deal with the threat. The intent is to prevent unauthorized watercraft from getting close to US ships.

d) The picket boat shall be piloted by a qualified driver with Certifications and licenses required by the local Government for the operation of the type, class or size of boat being operated. The driver will have the requisite experience, skill, knowledge, and familiarity with the water area in which the boats

are to be operated to ensure the boats are operated in a safe and seaworthy manner. Driver must speak and understand English fluently.

- e) The picket boat shall be suitable for operations in all weather conditions, capable of carrying three people, capable of a minimum 18 knots speed, and capable of operating for 8 hours without refueling.
- 3. TRAINED METAL DETECTOR OPERATOR (XX9B). Operators shall search vehicles. Operators must have proper authorization/certification to conduct searches, and be in an official uniform. Operators must also have their own handheld radios to contact ship or local authorities. Radio must be an operable 800 MHZ radio. Operators must speak English. Price is to be per hour per operator.
- 4. WALK-THRU METAL DETECTOR (XX9C). The HSP shall provide walk-through (thru) metal detectors, similar to those used in commercial airports. Walk-thru metal detector must be certified by the local certifying entity and in good working condition. The price is to be per unit per day.
- 5. TRAINED EXPLOSIVE DETECTOR OPERATOR (XX9D). Operators shall search vehicles. Operators must have proper authorization/certification to conduct searches, and be in an official uniform. Operators must also have their own handheld radio to contact ship or local authorities. Radio must be an operable 800 MHZ radio. Operators must speak English. Price is to be per hour per operator.
- 6. WALK-THRU EXPLOSIVES DETECTOR (XX9E). The HSP shall provide walk-through (thru) explosives detectors, similar to those used in commercial airports. Walk-thru explosives detector must be certified by the local certifying entity and in good working condition. The price is to be per unit per day.
- 7. TRAINED X-RAY BAGGAGE SCANNING OPERATOR (XX9F). Operators shall search baggage. Operators must have proper authorization/certification to conduct searches, and be in an official uniform. Operators must also have their own handheld radio to contact ship or local authorities. Radio must be an operable 800 MHZ radio. Operators must speak English. Price is to be per hour per operator.
- 8. X-RAY BAGGAGE SCANNING MACHINE (XX9G). The HSP shall provide X-ray baggage scanning machines, similar to those used in commercial airports. X-ray baggage scanning machines must be certified by the local certifying entity and in good working condition. The price is to be per unit per day.
- 9. DIVE AND VETTING SERVICES (XX9H). The HSP is to provide for explosives disposal-trained diving services capable of inspecting pier before ship arrival. Must have obtained all applicable licenses and/or certifications prior to diving (price per hour). The HSP shall provide for divers to conduct underwater inspections of the pier area, the ship's hull, and supporting watercraft. The purpose of the divers is to detect any explosive devices attached to the ship's hull or around the pier area. If the diver discovers an explosive device, he/she shall not attempt to defuse or remove the device. The diver shall immediately report the device to the ship and local authorities. The pier will be vetted prior to the ship's arrival. To the maximum extent practicable the HSP shall inspect all watercraft at least 400 feet (125 meters) from the ship. The dive team will have a minimum of three (3) divers including a supervisor, will have all required equipment, and will provide their own boat with driver capable of holding a minimum of seven personnel. (Price is per team per hour for the service with a minimum of four (4) hours).
- 10. OTHER FORCE PROTECTION PERSONNEL AND EQUIPMENT (XX9J). Periodically, the ordering officer will request items or services that are categorized as force protection personnel and equipment that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
- 11. RESERVED ELIN (XX9K).

12. RESERVED ELIN (XX9L).
13. RESERVED ELIN (XX9M).
14. RESERVED ELIN (XX9N).
15. RESERVED ELIN (XX9P).
16. RESERVED ELIN (XX9Q).
17. RESERVED ELIN (XX9R).
18. RESERVED ELIN (XX9S).
19. RESERVED ELIN (XX9T).
20. RESERVED ELIN (XX9U).
21. RESERVED ELIN (XX9V).
22. RESERVED ELIN (XX9W).
23. RESERVED ELIN (XX9X).
24. RESERVED ELIN (XX9Y).

ELINs XX9Z – XXAQ: FORCE PROTECTION SUPPLIES

1. 800 MHZ RADIO (XX9Z). 800 MHZ Radio must be in excellent condition, and battery operated, with batteries included (price per unit per day).
2. TIRE SHREDDING STRIPS (XXA0). Tire shredding strips to be equipped with metal spikes, to be placed across the entry to pier access (price per one strip per day). Tire shredding strips must be capable of disabling a vehicle with drivers over the strips in the wrong direction. Strips must be at least one meter in length.
3. CONTROLLED AREA SIGN (XXA1). Signs shall be in English. Signs shall be at least one (1) meter long and a half (1/2) meter wide, with lettering at least 10 cm high (the price is to be per sign per day). Each sign is to read, "Controlled area. Unauthorized entry prohibited." Signs shall be legible, made of sturdy material that will not fade, run, or be ruined due to inclement weather (plastic material preferable). Signs shall also be written in reflective paint/material or be lighted, so they can be seen at night. Signs shall have some type of securing means on them, such as a hole punched in each corner, to use wire to secure sign to fence.
4. PORTABLE FLUORESCENT LIGHTING (XXA2). The HSP shall provide portable fluorescent lighting capable of illuminating 300 feet x 100 feet area. The price is to be per portable unit per day.
5. WEATHER RESISTANT GUARD SHACK (XXA3). The HSP shall provide weather resistant guard shacks capable of holding at least two (2) persons. Weather resistant guard shack shall be enclosed and shall have, at a minimum, one (1) door and one (1) window. The price is to be per unit per day.
6. HANDHELD METAL DETECTOR (XXA4). The HSP shall provide handheld metal detectors, similar to those used in commercial airports. Handheld metal detector must be certified by the local certifying entity and in good working condition. The price is to be per unit per day.

7. **HANDHELD EXPLOSIVE DETECTOR (XXA5).** The HSP shall provide handheld explosive detectors, similar to those used in commercial airports. Handheld explosive detector must be certified by the local certifying entity and in good working condition. The price is to be per unit per day.
8. **BATTERY OPERATED BULLHORN (XXA6).** The HSP shall provide battery operated bullhorn with new batteries included. The price is to be per unit per day.
9. **STURDY TABLE & FOUR (4) FOLDING CHAIRS (XXA7).** The HSP shall provide sturdy tables with dimensions of at least two (2) meters long and one (1) meter wide, with four (4) folding chairs. The price is to be per unit per day.
10. **TENT OR AWNING, OPEN (XXA8) OR CLOSED (XXA9).** The HSP shall provide tents or awnings to shelter personnel conducting inspections, to shelter a designated medical area, or to shelter for any other event. The tent or awning must be at least three (3) meters x three (3) meters. In addition, the tent or awning must be anchored down and strong enough to withstand inclement weather. The price is to be per unit per day.
11. **UNDERCARRIAGE VEHICLE SCANNER (XXAA).** The HSP shall provide undercarriage vehicle scanner for force protection measures designed to see underneath body of a car. The price is to be per unit per day.
12. **MANUAL DROP ARM GATE (XXAB).** The HSP shall provide a manual drop arm gate with cement blocks to be placed at the entry point to control entry and exit of vehicles to the pier. The price is to be per unit per day.
13. **GOLF CARTS – 4 PASSENGER (XXAC).** The HSP shall provide four (4) passenger capacity golf carts. Upon initial rental, the gasoline tank shall be full. The price for four passenger golf carts rented is based upon an assumption that the golf cart will be returned with an empty tank of gas. Therefore the fixed price for golf carts will include a full tank of gasoline at the time of rental. Golf carts can be returned with any amount of gasoline. Ships shall not be responsible for returning the golf carts with a full tank of fuel, and the HSP shall not be obligated to credit the ship for the remaining fuel. The price is to be per four (4) passenger golf cart per day.
14. **LIGHTING CART (XXAD).** HSP shall provide portable lighting cart between 7.5' to 12' in height. Portable lighting cart shall include two (2) 1000-watt metal halide lamp fixtures. The price of the lighting cart shall include power supply for lighting cart.
15. **OTHER FORCE PROTECTION SUPPLIES (XXAE).** Periodically, the ordering officer will request items or services that are categorized as force protection supplies items that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
16. **RESERVED ELIN (XXAF).**
17. **RESERVED ELIN (XXAG).**
18. **RESERVED ELIN (XXAH).**
19. **RESERVED ELIN (XXAJ).**
20. **RESERVED ELIN (XXAK).**
21. **RESERVED ELIN (XXAL).**

22. RESERVED ELIN (XXAM).

23. RESERVED ELIN (XXAN)

24. RESERVED ELIN (XXAP).

25. RESERVED ELIN (XXAQ).

SUBCLIN X00XAD: COMMUNICATIONS FUNDED ITEMS

ELINs XXAR – XXBC: TELEPHONE SERVICES & COMMUNICATIONS EQUIPMENT

1. Landline Installation & Removal (XXAR). Whether installed on a permanent or temporary basis, sufficient landlines shall be made available for official, local, and international use. Installation charges shall be inclusive of all costs for installation and removal of landlines. The price is per day. Landline Usage ELIN (XXAS) is issued in both the solicitation and contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing. Landline Usage port tariff fees associated with landline connections (XXAT) will be used when landline usage is a port tariff service. The HSP shall provide a proposal for these services in response to the RTOP. As these services may be a port tariff service, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
2. Rental of Cellular Phones (Per Unit Per Day) (XXAU). Daily charges shall be inclusive of delivery, removal, provision of 110V to 220V transformers, adapters and extra batteries. Activation, auto roaming, and long distance accounts shall be included under XXAV (Cellular Phone - Usage). The HSP shall have readily available a minimum of ten (10) cellular telephones at any given time. Each mobile phone provided shall include an operating manual/instructions with published rates for usage.
3. Prepaid International Calling Cards (XXAW). The HSP shall provide pre-paid international Calling Cards for official use for worldwide calling area including local, domestic, and international areas.
4. SIM Card with Prepaid Airtime (XXAX). SIM cards with prepaid airtime shall be provided where the ship or operating unit has mobile phones and desires only SIM cards for use in the specific port area. SIM cards provided under ELIN XXAU shall include activation of the SIM card.
5. Additional Airtime - Prepaid SIM Card Airtime (XXAY). The HSP shall provide on request additional airtime minutes for cell phone rental when initial airtime minutes have or will expire and additional minutes are required.
6. Prepaid Domestic Calling Cards (XXAZ). The HSP shall provide pre-paid domestic Calling Cards for official use.
7. Wi-Fi Internet Connection (XXB0). The HSP shall provide pocket Wi-Fi rental units on a daily rate basis and charges shall be inclusive of delivery, battery charger, USB cable, and an operating manual/instruction, high download speed of up to 150Mbps, high upload speed of up to 50Mbps, unlimited data usage, ability to connect up to ten (10) devices to the Internet simultaneously, 3000mAh built-in battery for 8 to 10 hours of operating time, and maximum standby time of 500 hours.
8. OTHER TELEPHONE SERVICES & COMMUNICATIONS EQUIPMENT (XXB1). Periodically, the ordering officer will request items or services that are categorized as telephone services and communications equipment that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for

these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.

9. RESERVED ELIN (XXB2).
10. RESERVED ELIN (XXB3).
11. RESERVED ELIN (XXB4).
12. RESERVED ELIN (XXB5).
13. RESERVED ELIN (XXB6).
14. RESERVED ELIN (XXB7).
15. RESERVED ELIN (XXB8).
16. RESERVED ELIN (XXB9).
17. RESERVED ELIN (XXBA).
18. RESERVED ELIN (XXBB).
19. RESERVED ELIN (XXBC).

SUBCLIN X00XAE: TRANSPORTATION FUNDED ITEMS

ELINs XXBD – XXCC: LAND TRANSPORTATION (PERSONNEL) SERVICES

1. GENERAL REQUIREMENTS:

- a) All drivers must be fully qualified and possess valid driving licenses. Drivers shall be familiar with local area and conversant in English. All vehicles shall be registered, licensed and insured. The HSP is responsible for delivering all cargo and personnel to the correct location on schedule.
- b) The HSP shall provide vehicles that have been properly maintained and serviced. If a vehicle does not meet the requirements of this contract as determined by the ships' representative, the U.S. Government shall have the right to reject the vehicle for performance of services. The HSP shall ensure that each vehicle is jointly inspected upon delivery of the vehicle at the beginning and return at the end of the rental period by the HSP and an authorized representative of the U.S. Government. The U.S. Government will not consider any claim for damage to a vehicle which has not been inspected.
- c) If a vehicle is not operable when required under this contract, the HSP shall provide, at no additional expense to the U.S. Government, a replacement vehicle within three (3) hours that complies in all respects with this contract.

2. BUS SERVICE (XXBD – XXBF).

- a) The HSP shall provide heated and air-conditioned bus service capacity on an hourly rate basis and bill under ELIN XXBD for 26 passengers, ELIN XXBE for 40 passengers, and ELIN XXBF for 50 passengers. The hourly rate shall include: one (1) driver or operator, any additional helpers or crew required by local authorities, all insurance, fuel, holiday surcharges, overtime, and all other operating

expenses. Any other expense that is not covered under the abovementioned ELINs (e.g. tolls) will be paid by the ship's Supply Officer using his/her own Government purchase card authority, or by the Contracting Officers. Note, there is a separate ELIN for E-Z Passes (XXC0) and a separate ELIN for Fee for acquiring internal E-Z Pass Transponder (XXC1) should there be extensive tolls in and around the area in which the port is located.

- b) The HSP shall ensure that the bus is in sound mechanical condition and meets all safety standards required by local laws and regulations. Further, the bus shall be in a clean condition so as not to soil passengers, their clothing or possessions with dirt, grease, oil, or other matter and shall be free of debris.
- c) In the event of a bus breakdown, the HSP shall provide within two (2) hours, at no additional expense to the U.S. Government, a replacement bus complying in all respects with this contract.
- d) A minimum daily price of four (4) continuous hours shall apply for each bus ordered less any time associated with bus breakdown or getting lost.
- e) Any personal articles or items found on the bus after completion of each trip shall be turned over to the ship's Supply Officer.
- f) The HSP shall be responsible for ensuring that the HSP and an authorized representative of the U.S. Government jointly inspect each bus before and after trips. The U.S. Government will not consider any claim for damage to a bus which has not been inspected.
- g) Drivers must be familiar with the area, have an appropriate driver's license, and speak English. In the event the driver is unable to speak English, the HSP shall furnish an English speaking rider on the bus.
- h) Substitution of Buses. If the HSP does not have available the type of bus ordered and the bus has been ordered at least 24 hours in advance, the HSP shall substitute a bus type equal to or better than the bus ordered at the price listed for the type of bus originally ordered. EXAMPLE: If two (2) 50 passenger buses are ordered but unavailable, the HSP shall furnish a combination of passenger buses at the price listed for the 50 passenger buses originally ordered.

3. VEHICLE RENTAL SERVICE (XXBG – XXBS).

a) Vehicle Specifications, Maintenance, and Malfunctions

- (1) The HSP shall furnish air-conditioned vehicles not more than five (5) years old, in good order and condition and otherwise in full compliance with best commercial practices and local laws and regulations. They shall be equipped with front and back seat belts, an emergency triangle, spare tire, jack and complete set of tools for changing a flat tire, as well as any other equipment required by local authorities. Upon initial rental, the gasoline tank shall be full. The prices for vehicles rented are based upon an assumption that the vehicles will be returned with an empty tank of gas. Vehicles can be returned with any amount of gasoline. Ships shall not be responsible for returning the vehicle with a full tank of fuel and the HSP shall not be obligated to credit the ship for the remaining fuel.
- (2) The HSP shall provide vehicles that have been properly maintained and serviced, including all motor oils, lubricants, antifreeze, coolants and other fluids such as windshield washer fluid, and shall be responsible for all emergency repairs and services.
- (3) Should any vehicle break down while in the U.S. Government's possession, the HSP shall replace it with another vehicle of the same or larger size as quickly as possible, but in any case no more than three (3) hours after the breakdown is reported. The replacement shall take place either at the point of breakdown or at the HSP's office closest to that point; whichever is

more convenient for the U.S. Government. All repair or replacement costs, including transportation, shall be at the HSP's expense. In addition, the HSP shall be liable for any U.S. Government incurred costs because of the breakdown; such as towing, repair costs, and related transportation expenses because the HSP was unreachable.

- (4) The price of fuel (full tank of gasoline at the time of rental) for all rental vehicles shall be included in the price of the vehicle and shall not be invoiced separately. **In the event that the HSP is unable rent vehicles with full tanks of gas from the rental agency, the price to fill up gas tanks shall be charged under ELIN XXC2 – OTHER LAND TRANSPORTATION SERVICES.**
- (5) The HSP shall obtain written acknowledgement of vehicle service by an authorized ship representative. The U.S. Government shall not be liable for loss or damage to rented vehicles in any amount regardless of the cost, except where the loss or damage is caused by the willful and wanton misconduct of the U.S. Government employee.

b) Substitution of Vehicles

- (1) If the HSP does not have available the type of vehicle ordered and the vehicle has been ordered at least 24 hours in advance, the HSP shall substitute a vehicle type equal to or better than the vehicle ordered at the price listed for the type of vehicle originally ordered. **EXAMPLE:** If a Group “M” vehicle is ordered but unavailable, and if no other Group “M” vehicle is available, the HSP shall furnish a higher group vehicle at the price listed for the Group “M” vehicle originally ordered.
- (2) In the case of passenger or cargo vans, there shall be no substitution without the approval of the Supply Officer.

c) Driver's License. **Vehicles shall be furnished to any official U.S. Government (military or civilian) driver who has attained the age of 18 years and possesses a valid driver's license.**

d) General Description of Vehicle Types – The vehicles shall meet the general description set out below:

- Vehicle, Group “B” – Medium-Size Sedan (**XXBG**). 2 – 4 doors; 4 – 5 passenger capacity; air conditioning; minimum 1600 cc engine sedan.
- Vehicle, Group “E” – Executive Sedan (**XXBH**). 4 doors; 5 passenger capacity; air conditioning; minimum 1600 cc engine sedan.
- Vehicle, Group “M” – 7 Passenger Van (**XXBJ**). 7 passenger capacity with driver; air conditioning; minimum 2000 cc engine. **Pricing under ELIN XXBJ shall be by “SHIFT” with one (1) “SHIFT” being equal to eight (8) hours.**
- Vehicle, Group “M” – 9 Passenger Van (**XXBK**). 9 passenger capacity with driver; air conditioning; minimum 2000 cc engine. **Pricing under ELIN XXBJ shall be by “SHIFT” with one (1) “SHIFT” being equal to eight (8) hours.**
- Vehicle, Group “Z” – 12 Passenger Van (**XXBL**). 12 passenger capacity with driver; air conditioning; minimum 2000 cc engine. **Pricing under ELIN XXBJ shall be by “SHIFT” with one (1) “SHIFT” being equal to eight (8) hours.**
- Vehicle, Group “Z” – 15 Passenger Van (**XXBM**). 15 passenger capacity with driver; air conditioning. **Pricing under ELIN XXBJ shall be by “SHIFT” with one (1) “SHIFT” being equal to eight (8) hours.**

- Vehicle, 4 Wheel Drive (XXBN). Sports Utility Vehicle (SUV) or 4x4 vehicle shall have a minimum 4 passengers and a 1600cc engine. 4 wheel drive (4WD) or 4x4 is a four-wheeled vehicle with a drive train that allows all four wheels to receive torque from the engine simultaneously.
- Vehicle, Cargo Van (XXBP). Shall have a minimum capacity of 15 cubic meters (cm) and 1600 cc engine.
- Vehicle, Light Duty Truck (XXBQ). Shall have a minimum payload capacity of ½ metric ton (MT) and 1600 cc engine.
- Vehicle, Covered Truck (10-15 ft) (XXBR). The HSP shall provide covered, lockable trucks with a driver to load/off load cargo. Pricing under ELIN XXBJ shall be by “SHIFT” with one (1) “SHIFT” being equal to eight (8) hours.
- Vehicle, Flatbed Trailer Truck (40 ft.) (XXBS). The HSP shall provide a flatbed trailer truck with a driver to load/off load cargo. Pricing under ELIN XXBJ shall be by “SHIFT” with one (1) “SHIFT” being equal to eight (8) hours.

e) Vehicle Accessories:

- GPS Unit (XXBT). Global Positioning System (GPS) Unit for use with rental vehicles shall be loaded with up-to-date maps of the local area.

f) Insurance and Liability. The prices for vehicle rental services, as set forth in the schedule, shall be subject to the conditions below:

- (1) The U.S. Government shall not be liable for loss or damage to rented vehicles in any amount regardless of the cause, except where the loss or damage is caused by the willful and wanton misconduct of the U.S. Government employee.
- (2) The HSP and any Subcontractor shall be liable for, and shall indemnify and hold harmless, the U.S. Government, its agents, and its employees against all actions or claims for loss of or damage to property or the injury or death of persons, resulting from the fault, negligence, or wrongful act or omission of the HSP, its subcontractors, its agents, or employees.
- (3) The HSP shall provide and maintain at its expense, all vehicle operator's insurance required by the law of the country in which the vehicle is to be operated. All necessary insurance certificates shall be provided with the rental vehicle. Such insurance shall include all coverage required by law for bodily injury, collision, and property damage liability. The HSP shall be liable for, and shall indemnify and hold harmless the U.S. Government, its agents, and its employees, against all actions or claims for loss of or damage to property or the injury or death of persons, within the required policy limits, arising out of or in connection with the rental or use by the U.S. Government, its agents or its employees of any vehicle under this contract.
- (4) Paragraph (3) shall not be construed as limiting the HSP's liability to the amounts of the required minimum insurance coverage specified therein.
- (5) The HSP shall provide vehicles that have been properly maintained and serviced. If a vehicle does not meet the requirements of this contract as determined by the ordering officer, the U.S. Government shall have the right to reject the vehicle for performance of services. The HSP shall ensure that each vehicle is jointly inspected upon delivery of the vehicle at the beginning and return at the end of the rental period by the HSP and an authorized representative of the

U.S. Government. The U.S. Government will not consider any claim for damage to a vehicle which has not been inspected.

- g) Traffic Violations and Fines. Each vehicle operator shall be responsible for payment of fines and legal costs incurred as a consequence of the violations of traffic laws or regulations. The HSP shall notify the Supply Officer of the infraction and amount cited as soon as the documentation concerning the violation is received
- h) Mileage and Deposit Charges. There are no mileage or deposit charges for the vehicles rented under this contract.
- i) Time Periods of Rental. Rental time shall begin once U.S. Government employees have taken possession of the vehicle. The daily rate is defined as 24 consecutive hours. The daily rate shall be inclusive of all necessary equipment, all liability insurance as required by local law, holiday and overtime costs, all other operating expenses, and all other incidentals with the exception of Collision Damage Waivers (CDW).
- j) The HSP shall return all items left in rental vehicles to the ship's Supply Officer.

4. QUALIFIED DRIVER FOR BUS/RENTAL VEHICLE (XXBU).

- a) When requested by the ship, when the ship is not allowed to rent a vehicle without a local driver, or when an operator is required to drive for more than eight (8) hours, the HSP shall provide a driver for rental vehicles or an additional driver (for bus or rental vehicle). Drivers must be fully qualified and possess valid driving licenses. No individual driver shall be required to drive more than eight (8) hours straight. Drivers must not have been driving within the previous eight (8) hours. Pricing under ELIN XXBU shall be by "SHIFT" with one (1) "SHIFT" being equal to eight (8) hours. Drivers must be familiar with local area, and must speak English. The service shall begin once the driver with the vehicle arrives at the requested location and after the driver has notified the ship's personnel of his arrival. The HSP shall be responsible for payment of any fines and legal costs incurred as a consequence of the violation of traffic laws or regulations by the provided driver. Any other expense that is not covered under this ELIN (e.g. tolls, driver's overnight accommodation) will be paid by the Supply Officer using his/her own Government purchase card authority, or by the Contracting Officers.

5. VEHICLE ACCESS FEE - PER VEHICLE PER ENTRY (XXBV). If a fee is required for vehicle access to the port or pier, the HSP shall provide a firm-fixed-price for vehicle access. This ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.

6. AIRPORT TRANSFER SERVICE (XXBW).

- a) In ports where distance from airport to pier is 200 kilometers (124 miles) or less, the HSP shall provide one-way transfer vehicles with drivers to transfer personnel between a designated airport pick-up point and a specified destination (ship or hotel accommodations if ship is not yet in port/at anchorage). Price is to be per each one-way transfer of 200 kilometers (124 miles) or less.
- b) The HSP shall obtain written acknowledgement by an authorized ship representative of all one-way transportation service and the number of crewmembers requiring airport transfer.

7. PERSONNEL LOGISTIC MOVEMENT SUPPORT (PLMS) (XXBX). Certain port visits will require the HSP to facilitate/arrange transportation, lodging and customs services for U.S. Government employees/military personnel who are being transferred to or from a ship at a particular port visit. The transportation, lodging and customs services will be to/from an entry point into the country and the port where the ship will visit or is currently visiting.

These services may consist of the following:

- Taxi/shuttle services to/from the afloat unit or local lodging accommodations ashore.
- Inbound/outbound customs/visa stamps as necessary for entries/departures.
- Daily lodging – if daily lodging is required, the room rates and specifications must be in accordance with the Joint Travel Regulation (JTR) and shall not exceed the per diem rates specified therein for the particular location. Lodging must:
 - Be clean and safe, at hotels within walking distance or close driving distance from the port/airport;
 - Not be located in a restricted area; and
 - Meet the embassy approved force protection requirements.

Further requirements may be imposed, if necessary, to meet U.S. Government Personnel safety and security requirements.

The individuals/groups requiring these services will be traveling under orders and funding will be separate from the funding for the port visit of the ship. As a result, costs are to be separately invoiced and paid either by the traveler/travelers at the time services are rendered, or in cases of Civil Service Mariners (CIVMARs), by the ship (USNS vessels). Therefore the cost of these services will not be included as part of the final HSP invoice for the port visit.

The HSP shall charge a PLMS fee for arranging the services that is attributable to the final port visit invoice. The fee to be paid shall not exceed the amount as proposed in ELIN **XXBX** at the basic contract level.

The need for these services will be identified at the time the RTOP is issued to the maximum extent practicable and the HSP's are not to propose prices for the actual services, only the PLMS fee from ELIN **XXBX** based on the number of travelers identified in the RTOP. When a PLMS requirement is identified after a HSP task order has been issued; the HSP, Ship Master, and/or Supply Officer must coordinate with the Contracting Officer to modify the task order to include the PLMS fee.

Once the HSP for the port visit has been identified, the specific traveler information/itinerary will be provided to the HSP to begin arranging services.

8. **VEHICLE, COLLISION DAMAGE WAIVER (XXBY)**. The HSP shall provide the option for Collision Damage Waiver (CDW) for all vehicle rentals. CDW is not insurance and will not be required in order to rent a vehicle through the HSP. The CDW shall waive the renter's damage responsibility for all of the costs of damage to, loss or theft of, the vehicle or any part or accessory and related costs regardless of fault or negligence. If HSP provides CDW on behalf of rental agency, the renter and driver will be subject to the specific requirements of that rental agency's CDW. The CDW shall be firm-fixed-priced at the task order level. This ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
9. **VEHICLE, PREPAID GASOLINE CARDS (XXBZ)**. If requested, pre-paid gasoline cards with a minimum \$50.00 pre-loaded balance shall be provided when ordered. Gasoline cards will be for official use only when rental vehicles are requested. Upon completion of the port visit, the gasoline cards shall be retained by the ship's Supply Officer. The prepaid gasoline cards shall be firm-fixed-priced at the task order level. This ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
10. **E-Z PASS (XXC0) AND FEE FOR ACQUIRING INTERNAL E-Z PASS TRANSPONDER (XXC1)**. If requested, E-Z Passes with a minimum \$50.00 pre-loaded balance shall be provided when ordered. E-Z Passes will be for official use only when rental vehicles are requested. Upon completion of the port visit, the E-Z passes shall be returned to the HSP. The E-Z Passes (**XXC0**) and the fee for acquiring the internal E-Z Pass

transponder (**XXC1**) shall be firm-fixed-priced at the task order level. If the balance on the E-Z Pass needs to be replenished, the HSP shall provide the requisite services to do so. This ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.

11. OTHER LAND TRANSPORTATION (PERSONNEL) SERVICES (**XXC2**). Periodically, the ordering officer will request items or services that are categorized as land transportation (personnel) services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
12. RESERVED ELIN (**XXC3**).
13. RESERVED ELIN (**XXC4**).
14. RESERVED ELIN (**XXC5**).
15. RESERVED ELIN (**XXC6**).
16. RESERVED ELIN (**XXC7**).
17. RESERVED ELIN (**XXC8**).
18. RESERVED ELIN (**XXC9**).
19. RESERVED ELIN (**XXCA**).
20. RESERVED ELIN (**XXCB**).
21. RESERVED ELIN (**XXCC**).

SUBCLIN X00XAF: PROVISIONS FUNDED ITEMS

ELINs **XXCD – **XXCP**: PROVISIONS**

1. PROVISIONS (**XXCD**). Provisions are primarily ordered under other U.S. Government contracts. Use of these contracts for provisions (e.g. Defense Logistics Agency (DLA) Subsistence “Prime Vendor” provisions contracts) is mandatory when available. If U.S. Government contracts are either unavailable or the Government or Contractor cannot make delivery within the ship scheduling constraints, provisions will be procured by the Contracting Officer. Any emergent requirements passed by the ship to the HSP must be forwarded to the Contracting Officer. In these instances, the RTOP will detail the required provisions, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As provisions are not presently identified, this ELIN is issued in both the solicitation and the contract as an estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibits(s)) so that all offerors propose and are evaluated on equal footing.
2. Fresh Fruits and Vegetables (FFV) shall be of good quality and meet the following specific standards:
 - a) Shall not be grown (cultivated) using night soil;
 - b) Shall be free of pest and insect infestation; and

- c) Shall be fresh yet not overripe.

The HSP shall ensure that the provider of items arranged under this ELIN furnishes to the Supply Officer, invoices showing quantities furnished; unit price in U.S. dollars; and total price in U.S. dollars as indicated in the "INVOICING AND PAYMENT CLAUSE".

3. HSPs are directed to acquire subsistence and FFV from the list of Army Veterinary Service or the Navy Medical Services approved sources FIRST. This list can be obtained from Veterinary Services at <http://phc.amedd.army.mil/topics/foodwater/ca/Pages/DoDAApprovedFoodSources.aspx> and from the DLA Subsistence Home Page at <https://www.troopsupport.dla.mil/subs/pv/index.asp>. HSPs will provide the pricing information from these sources to the contracting officer as part of their response to the RTOP. In the event there is no Army Veterinary Service or the Navy Medical Services approved sources that can meet delivery requirements, HSPs may use local service providers to meet ship demands but must provide the contracting officer with pricing of the ship's requirements as part of their response to the RTOP.

All subsistence procured via HSP in foreign ports requires an increased level of security awareness. Therefore, all subsistence & FFV provisions from the HSP sources will require an additional level of inspection and acceptance where the quality of those provisions must be inspected by a designated representative of the ship's Medical department and acknowledgment of receipt and acceptability by Food Service Officer.

Any unsatisfactory/poor quality of food items delivered by the HSP may not be received by the ship. In the event the ship rejects delivery of any item, in part or whole the HSP vendor will not be compensated for those rejected provisions.

4. The HSP shall retain documentation of inspection of sources recommended or selected as suppliers of subsistence items. Under no circumstances shall the HSP recommend or offer for acceptance subsistence items from non-approved sources.
5. RESERVED ELIN (XXCE).
6. RESERVED ELIN (XXCF).
7. RESERVED ELIN (XXCG).
8. RESERVED ELIN (XXCH).
9. RESERVED ELIN (XXCJ).
10. RESERVED ELIN (XXCK).
11. RESERVED ELIN (XXCL).
12. RESERVED ELIN (XXCM).
13. RESERVED ELIN (XXCN).
14. RESERVED ELIN (XXCP).

SUBCLIN X00XAG: FUEL FUNDED ITEMS

ELINs ~~XXCQ~~ – ~~XXD8~~: FUEL

1. Fuel is primarily ordered under other U.S. Government contracts. Use of these contracts for fuel (e.g. DLA Energy fuel contracts) is mandatory when available. In the event that no U.S. Government or Fuel Exchange

Agreement (FEA) is available, or no DLA-E bunker available contracts meet a ship's fueling requirement, the RTOP will detail the fuel requirements, together with the required quantities and units of issue. The HSP shall provide a proposal in response to the RTOP.

2. Fuel shall be provided in accordance with the specifications listed in this PWS. The HSP shall ensure the fuel provider uses oil spill booms and other environmental safety equipment required by local laws. Fuel caught in oil booms will be properly disposed. The HSP shall be liable for any costs should the fuel provider fail to properly employ oil spill booms as required by local authorities or fails to comply with any local laws or regulations relating to the provision of fuel. The HSP shall deliver fuel "free on board" to the ship whether at pierside or at anchor. The HSP shall inspect the barge or truck used to deliver the fuel prior to each use with an independent, certified, and licensed surveyor. The barge or truck will be clean and certified before loading the fuel. The inspection shall be in the presence of the barge or truck operator and the fuel supplier. The HSP shall load the ordered fuel and transport to the ship. The HSP shall transfer the fuel from the fuel barge or truck to the ship. The HSP shall provide sufficient hoses with proper fittings or connections to effect fuel transfer operations. The invoice shall indicate the unit and total price for the fuel, the price for the delivery of fuel to the ship, and the cost for all the inspections.

Based on the delivery method, the following ELINs will apply:

- a) FUEL BY PIPELINE (XXCQ).
 - b) FUEL BY TRUCK (XXCR).
 - c) FUEL BY BARGE SERVICES (XXCS).
3. Fuel, Demurrage Charges (XXCT). Demurrage charges accrue when the entire quantity of fuel ordered cannot be delivered on or before the date and time specified in the fuel order. Demurrage charges do not accrue when fuel cannot be delivered due to the fault of the service provider (e.g. pumping rate of the barge or truck is inadequate to deliver fuel within the time specified by the order). Pricing of ELIN XXCT is in units of DAY and the compensation covers the daily cost of the barge or truck used to deliver the fuel (regardless of the amount of fuel remaining in the barge or truck). If the ship does not offload all of the fuel ordered, the HSP shall store the excess fuel and diligently attempt to sell it as soon as practicable. The HSP shall receive a storage fee (demurrage) for no more than three (3) days. The HSP shall receive a fuel disposal fee on a reimbursable basis upon presentation of vendor invoice for disposal services.
4. The HSP shall ensure the ship is provided with a fuel invoice and the appropriate customs certification demonstrating the quantity of fuel provided in metric tons and in gallons or liters. In the event that the HSP is ordered to provide fuel, all terms and conditions of the fuel provider shall be provided to the Ordering Officer in the pre-arrival cost estimate or prior to the order being finalized if the fuel services are ordered after the pre-arrival cost estimate has been provided. For example, if a ship places an order for fuel and the fuel provider has a term or condition that requires the full quantity to be pumped into the requiring vessel without return of any fuel to the provider, this condition must be disclosed to the Ordering Officer prior to any fuel being delivered.
5. The **most current** Fuel Specifications for Fuel (Marine Gas Oil (MGO)/F76) under this contract **shall be obtained from ASSIST, the official source for specifications and standards used by the Department of Defense. As of 22 Apr 2014, current specifications are listed in MIL-DTL-16884N.**
6. **Minimum Requirements for Purchases of Commercial Distillate Fuels ((Navy) Marine Gas Oil) for Bunkers.**

The following minimum requirements have been established for use when buying fuel (gas oil – 100% distillate) from commercial sources when F76 is not available. Marine Gas Oil is not acceptable as cargo fuel on Navy Oilers.

| TEST | METHOD | REQUIREMENTS |
|--|------------|--------------|
| 1. Cetane Number or Cetane Index | ASTM D 613 | 45 min |
| | ASTM D 976 | 45 min |

| | | |
|---|---------------------------|---------------------------------|
| Note: A cetane <u>index</u> of 41 or above, but less than 45, is acceptable provided the 90% Distillation Point does not exceed a maximum of 338°C. A cetane <u>number</u> of 40 or above, but less than 45, is acceptable provided the 90% Distillation Point does not exceed a maximum of 338 °C. | | |
| 2. Appearance @ 21°C or ambient temperature (whichever higher) or Water and Sediment | Visual ASTM D 2709 | Clear & Bright 0.05% max |
| 3. Distillation. 90% Point | ASTM D 86 | 375°C max |
| 4. Flash Point | ASTM D 93 | 60°C min |
| 5. Pour Point | ASTM D 97 | Report |
| 6. Cloud Point | ASTM D 2500 | -1.1°C (30 °F) |
| 7. Viscosity @ 40°C | ASTM D 455 | 1.7 - 4.5 CST |

7. OTHER FUEL (XXCU). Periodically, the ordering officer will request items or services that are categorized as fuel that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
8. RESERVED ELIN (XXCV).
9. RESERVED ELIN (XXCW).
10. RESERVED ELIN (XXCX).
11. RESERVED ELIN (XXCY).
12. RESERVED ELIN (XXCZ).
13. RESERVED ELIN (XXD0).
14. RESERVED ELIN (XXD1).
15. RESERVED ELIN (XXD2).
16. RESERVED ELIN (XXD3).
17. RESERVED ELIN (XXD4).
18. RESERVED ELIN (XXD5).
19. RESERVED ELIN (XXD6).
20. RESERVED ELIN (XXD7).
21. RESERVED ELIN (XXD8).

SUBCLIN X00XAH: OTHER SERVICES FUNDED ITEMS**ELINs ~~XXD9~~ – ~~XXDU~~: OTHER SERVICES**

1. POSTAGE UP TO 50 LBS (~~XXD9~~ – ~~XXDD~~). The HSP shall forward the package to a designated location if for any reason it cannot be delivered to the ship. The HSP shall store the package so that it will not be damaged and forward to the next port of call or as otherwise directed by the ship. Postage for package forwarding shall be charged by weight as outlined in ELINs ~~XXD9~~ – ~~XXDD~~. The price is to be per pound.
 - a) Postage for 0 – 5 lbs. (~~XXD9~~).
 - b) Postage for 6 – 10 lbs. (~~XXDA~~).
 - c) Postage for 11 – 15 lbs. (~~XXDB~~).
 - d) Postage for 16 – 25 lbs. (~~XXDC~~).
 - e) Postage for 26 – 50 lbs. (~~XXDD~~).
2. HANDLING FEES FOR FORWARDING TO NEW LOCATION (LESS POSTAGE) (~~XXDE~~). If there are additional handling fees, less postage, for forwarding mail to the designated location, ELIN ~~XXDE~~ shall be used. ELIN ~~XXDE~~ is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
3. PAINT FLOAT (~~XXDF~~). The paint float shall be no less than 5M in length but, in all cases, large enough to provide a safe and stable working platform for the occupants. Scaffolding may be of any height less than 3.5M from the deck, so as to provide a working platform at least 4M from the waterline. The paint float shall be equipped with suitable self-fendering to prevent damage to the ship. The price of these fenders shall be included in the proposed price of the paint float. If sea state, weather, or other conditions require any additional fendering between the barge and the ordering vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge. Rails shall be no less than 1M from the working platform. The working platform shall be equipped with anchor points for harnessing. The ship shall be responsible for providing safety harnesses, for obtaining permission from local authorities prior to all work on the paint float, and for cleanup/disposal of all hazardous material generated or released outside the paint float. The HSP shall notify the ship of local regulatory requirements concerning paint floats, assist the ship in submitting requests and passing required documentation to the local authority where permission is required to work on the paint float, and arrange for required cleaning of the paint float upon return. The ship is responsible for securing the paint float from the time custody has been transferred to them until returned to the HSP or the ship departs, whichever is earlier.
4. MANBASKET (~~XXDG~~). The HSP shall provide manbasket, also known as a crane basket that has been properly maintained, serviced and certified. The manbasket shall be used with either a crane or forklift, have a self-closing swing door with a safety chain to secure to the forklift carriage. If a manbasket does not meet the requirements of this contract, the U.S. Government shall have the right to reject the manbasket for performance of services. The HSP shall ensure that each manbasket is jointly inspected before and after use by the HSP and an authorized representative of the U.S. Government. The U.S. Government will not consider any claim for damage to a manbasket which has not been inspected. If the manbasket is not operable when required under this contract, the HSP shall provide, at no additional expense, a replacement man lift within three (3) hours that complies in all respects with this contract.
5. SKY LIFTS (~~XXDH~~). The HSP shall provide sky lifts, fully fueled, that have been properly maintained and serviced. If a sky lift does not meet the requirements of this contract, the U.S. Government shall have the right to reject the sky lift for performance of services. The HSP shall ensure that each sky lift is jointly inspected before and after use by the HSP and an authorized representative of the U.S. Government. The U.S. Government will not consider any claim for damage to a sky lift which has not been inspected. If the sky lift is not operable when required under this contract, the HSP shall provide, at no additional expense, a replacement

man lift within three (3) hours that complies in all respects with this contract. The HSP shall replenish the fuel and perform daily maintenance checks on the sky lift prior to 0730 AM each morning. The HSP shall conduct training on safety and operating procedures for ship personnel. The HSP shall maintain documentation of ship personnel acknowledgement of the training.

6. OTHER SERVICES (XXDJ). Periodically, the ordering officer will request items or services that are categorized as other services that are not separately identified or priced in this PWS. In these instances, the RTOP will detail the items/services, together with the required quantities and units of issue. The HSP shall provide a proposal for these items in response to the RTOP. As these items are not presently identified, this ELIN is issued in both the solicitation and the contract as an Estimated (EST) ELIN with the estimated value of items to be ordered under this ELIN pre-identified in the pricing detail spreadsheet(s) (Exhibit(s)) so that all offerors propose and are evaluated on equal footing.
7. RESERVED ELIN (XXDK).
8. RESERVED ELIN (XXDL).
9. RESERVED ELIN (XXDM).
10. RESERVED ELIN (XXDN).
11. RESERVED ELIN (XXDP).
12. RESERVED ELIN (XXDQ).
13. RESERVED ELIN (XXDR).
14. RESERVED ELIN (XXDS).
15. RESERVED ELIN (XXDT).
16. RESERVED ELIN (XXDU).

CLIN X00X: CONTRACT MINIMUM GUARANTEE

NOTE: THIS CLIN WILL BE INCLUDED IN ALL CONTRACTS.

The minimum guarantee under this contract is \$2,000.00. The guaranteed minimum will apply across the whole of the contract's performance period, to include the period of performance of any option period exercised by the Government under the clauses 52.217-9 and 52.217-8. There will not be a separate additional guaranteed minimum order amount for the option period(s).

CLIN X00X: REPORTING

NOTE: THIS CLIN WILL BE INCLUDED IN ALL CONTRACTS ON A NOT SEPARATELY PRICED (NSP) BASIS.

1. LogSSR

Upon award, the HSP shall utilize the LogSSR to submit all reports and documentation related to the husbanding order. LogSSR can be accessed through the NAVSUP One Supply website at <https://www.navsupsupply.com>, redirected through www.navsup.navy.mil/LogSSR or directly at the official website of [https://www.navsup.navy.mil/apps/ops\\$logssr.login](https://www.navsup.navy.mil/apps/ops$logssr.login).

a) LogSSR Access and Input.

- (1) At the start of the contract period of performance, the HSP shall begin to enter the final itemized port cost information for every order under this contract directly into the LogSSR database (Actual Cost Report) and email all corresponding documentation (RTOP, quote, order, final invoices, and supporting documentation required by the contract). External Certification Authority Public Key Infrastructure (ECA PKI) is not required for entry, but no access to the HSP's information is accessible unless obtaining an ECA PKI.

b) LogSSR Functionality.

- (1) This system is designed to gather all reports and documentation related to ALL ordering activity, e.g. a ship's visit, beginning with the RTOP to the Actual Cost Report. All supporting documentation will be submitted by email to navsup_hq_LogSSR@navy.mil in PDF format (Adobe Acrobat) when the port visit information is entered into LogSSR. Although the Initial Cost Estimate is a separate reporting requirement, a copy of this report shall also be submitted as part of the Actual Cost Report documentation described in paragraph (2) below. The Documentation is discussed below.
- (2) Actual Cost Report:
 - (i) The HSP shall create the Actual Cost Report in the LogSSR website directly, **within seven (7) calendar days from completion of the ship's visit**. The HSP shall also send a copy of the order (i.e. SF 1155), a copy of any quote, a copy of the RTOP, and all HSP and any sub-contractor invoices and supporting documentation required by the contract as PDF files to the LogSSR email address of navsup_hq_LogSSR@navy.mil and to the email address specified at the time of contract award for the AOR concurrent with the creation of the Actual Cost Report in LogSSR. The HSP shall identify the line items as actual or estimated. This option is for those line items where the HSP has not received the actual invoice before the ship leaves port, i.e. telephone bills. The HSP shall include ALL port costs paid by each ship for which the HSP provides husbanding services. Email submissions should be limited to no more than 10 MB per email (multiple emails authorized if needed) and reference the port visit identification number in the subject line (received when a port visit is submitted).
 - (ii) Any changes to an Actual Cost Report (i.e. finalize the charges made on an estimated amount) shall be forwarded by e-mail to the email address specified at the time of contract award *for each region* and to navsup_hq_LogSSR@navy.mil email account as PDF file within seven (7) calendar days of the change. The email must contain a summary of the changes. The NAVSUP FLC contracting office will update changes to the LogSSR.
 - (iii) The Actual Cost Report and supporting documentation will be visible in the LogSSR website by the government personnel with validation authority. Final reports of an HSP representative can be accessed through the website only by obtaining an ECA PKI that will provide access only to the HSP's submitted information.

NOTE: Before submission of reports or any other data to the NAVSUP FLC Contracting Office via electronic transmission or any other data media, the HSP shall scan all documents with current anti-virus software to ensure computer virus free transmission. The LogSSR server scans all reports for computer viruses before inclusion in the databases. Any reports received containing computer viruses will be immediately deleted and not necessarily returned to the HSP.

NOTES:

- (1) All data obtained by the U.S. Government through the use of LogSSR during the course of the contract is for the U.S. Government's use and shall be treated as "limited rights" as described in DFARS 252.227-7013 and DFARS 252.227-7013 after the contract expires.
- (2) Failure to provide required reports in a timely manner as outlined in the PWS will result in penalties as outlined in the Quality Assurance Surveillance Plan (QASP).
- (3) Each cost for an item shall be separately listed on the invoice and in the Actual Cost Report in LogSSR, even for ELINS with a unit of issue of "LOT" or an estimated value: invoices and Actual Cost Reports shall specify each item provided, in terms of quantity, actual unit of issue, and price.

2. Enterprise-wide Contractor Manpower Reporting Application (ECMRA)

The contractor shall report contractor labor hours (including subcontractor labor hours) required for performance of services provided under this contract for the U.S. Government via a secure data collection site. Contracted services excluded from reporting are based on Product Service Codes (PSCs). The excluded PSCs are:

- (1) W, Lease/Rental of Equipment;
- (2) X, Lease/Rental of Facilities;
- (3) Y, Construction of Structures and Facilities;
- (4) S, Utilities ONLY;
- (5) V, Freight and Shipping ONLY.

The contractor is required to completely fill in all required data fields using the following web address <https://doncmra.nmci.navy.mil>.

Reporting inputs will be for the labor executed during the period of performance during each Government fiscal year (FY), which runs October 1 through September 30. While inputs may be reported any time during the FY, all data shall be reported no later than October 31 of each calendar year. Contractors may direct questions to the help desk, linked at <https://doncmra.nmci.navy.mil>.

(End of Summary of Changes)